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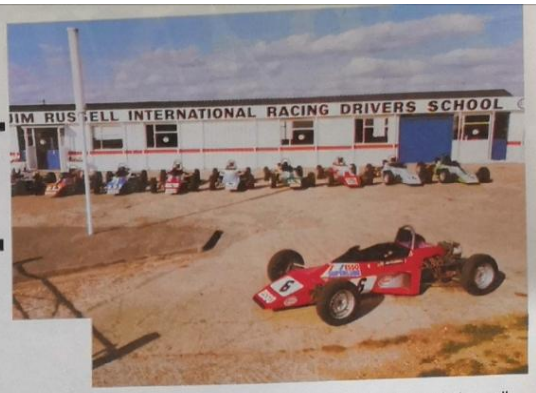

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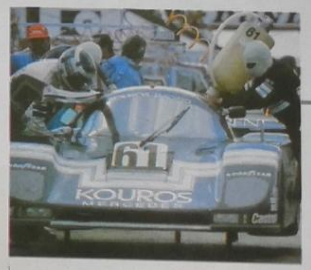
CONTENTS

GRAND PRIX INTERNATIONAL No 104 **JUNE 1986**
COVER PHOTOS : Jeff Lehalle, DPPI.



PAGE 4
PADDOCKS

PAGE 12
GRAFFITI

Graffiti on nobility, Sir Jack Brabham and a personal viewpoint on the Spanish and Imola GPs.

PAGE 14
PROFILE

Despite the controversy that surrounded his appointment with Lotus Johnny Dumfries has remained cool headed. In profile, he talks to Mike Doodson about his rise to the highest level in racing.

PAGE 22
FORMULA ONE

38 pages devoted to the Grands Prix at San Marino and Monaco. Postcard, double spreads as well as the regular race analyses.

PAGE 60
ENDURANCE

Porsche won the first of the new 'sprint' races at Monza, but Jaguar broke the German manufacturers long standing domination at Silverstone thanks to the victory of Warwick and Cheever.

PAGE 76
RALLYING

In what was widely considered to be the most exciting season yet in the history of the sport, Rallying has sufferred yet another great loss with the tragic death of Henri Toivonen and Sergio Cresto in Corsica.

PAGE 92
POST BAG

You will find the GPI subscription coupon on page 90

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TOPICS

A new trophy has been adopted for the North American CART series. The driver having driven for the longest distance in the lead at the end of the season will receive a check worth 10,000 dollars.

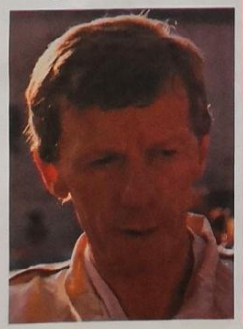
John Kalagian, regular IMSA competitor, was seriously hurt in an accident which ocurred at Riverside recently. His March Buick left the road and burst into flames. Kalagian was helped out of the car in time but sustained fractures to the spine and risks losing the use of his legs.

Peter Halsmer has signed with the Jack Roush team to drive the new Ford Merkur XR4i in the Transam championship. He replaces W.T. Ribbs who has decided to try his hand in Nascar and W. Dallenbach Jnr, 1985 champion, who has joined up with protofab Racing.

Geoff Brabham and Elliott Forbes-Robinson will shortly start testing a Nissan UG-30 powered Lola T810 with a view to using it in for the second half of the IMSA GTP championship.

Roger Penske has bought the oval Nazareth track in Pennsylvania near to the Andretti home. The circuit will be used to test the team's single-seaters in privacy.

Walter Röhrl will be competing in this year's famous American hill-climb event, Pike's Peak in July with an Evolution 2 Audi Quattro.



RICARD WITH LIGIER

Jean-Marie Laborde, General Manager of the French pastis giant Paul Ricard, announced before the Monaco GP that his company will be backing the French Ligier team for the rest of the season.

"Ricard's support comes at a time when another deal has just fallen through," said Guy Ligier. "Apart from the financial aspect of the package, it opens up other possibilities including the use of the Ricard-owned Castellet circuit which will become a permanent testing ground for us."

Laborde underlines his company's continued support of France's leading sportsmen and his policy of helping them reach the highest level of their chosen activity. "Our involvement with Guy and his team is a further example of our long-standing interest in mechanised sports and we are convinced that F1 will help spread the Ricard name worldwide."

LONG BEACH: KIDS IN

After Cogan's recent CART win at Phoenix, Michael Andretti, another youngster, won the Long Beach round a week later. Danny Sullivan had been quickest in practice ahead of Al Unser Junior and the two former F1 World Champions, Mario Andretti and Emerson Fittipaldi.

Sullivan also dominated the early proceedings of the race in front of 77,000 spectators but while he and Fittipaldi were fighting it out for the lead there was a magnificent scrap between Al Unser Jnr and young Andretti who were joined by Brabham and Moreno after first refueling. By third race-distance Andretti had taken the lead in front of his father, Moreno, Garza, Sullivan and Lammers whilst Fittipaldi's engine was beginning to smoke badly before the turbo gave up completely. Sullivan joined the Brazilian on the retirements list when he was forced to hit a wall in order to avoid Garza who had momentarily lost control of his March-Cosworth.

As Mario Andretti began to ease off the pressure, Lammers disappeared with clutch failure and Al Unser Jnr slipped through into second place. Andretti Junior was able to keep the Lola driver at bay, winning the race by a clear 37 seconds although Unser was the only driver to finish on the same lap. It was indeed a moment to savour seeing three sons of famous drivers take the first three places at Long Beach, Geoff Brabham eventually getting the better of Tom Sneva to snatch third place.

RESULTS

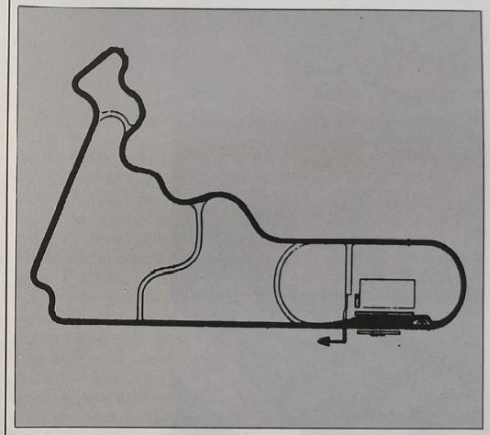
1: Michael Andretti (March 86C) 95 laps in 1h 57m 13.1s. 2: Al Unser Jnr (Lola T86-00) 1h 57m 50.7s. 3: Geoff Brabham (Lola T86-00) 94 laps. 4: Tom Sneva (March 86C) 94 laps. 5: Mario Andretti (Lola T86-00) 94 laps. Fastest lap: Al Unser Jnr at an average speed of 144.13 kph.

A FAST MEXICAN GP IN STORE

After a 16 year absence, the Mexican GP will make its return to the World F1 Championship calendar. The date chosen for the race, October 12, corresponds with the anniversary of the day the country was discovered 493 years ago.

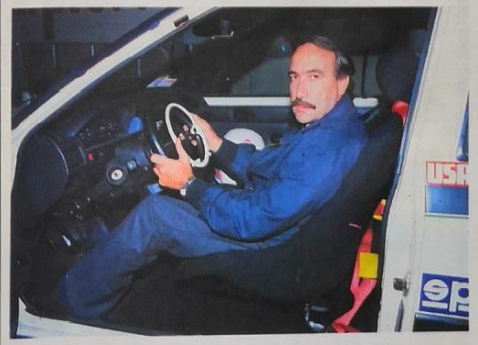
The 'Ricardo Rodriguez' circuit itself is the same one which hosted the Mexican round in the sixties although it has, of course, been significantly altered since those days, especailly where security is concerned. Some of you will remember how the event was dropped after the 1970 edition when spectators. litterally lined the sides of the track as F1 cars passed within inches of their feet.

An integral part of the Magdalena Mixhuca sports complex, the 4.65 km/2.91 mile circuit includes a straight in excess of 1000 m and 15 bends (nine to the right and six to the left). Initial estimates indicate that top speeds will reach 350 kph/220 mph with an average lap speed in the order of 200 kph/125 mph.



REGGAZONI OPENS SPECIAL SCHOOL

Former F1 racing star, Clay Reggazoni has created a rather special driving school near Vallelunga in Italy. Its originality stems from the fact that it is exclusively aimed at handicapped drivers and the school's Alfa Romeo Arnas have been specially equipped with manual commands. The experiment has proved so popular that Clay is considering creating new schools at other European circuits.



A NICE LITTLE EARNER

On the evidence of the number of people who flooded into the Imola circuit to watch the San Marino Grand Prix, F1 racing's authorities need not worry too much about the counter-productive effects of the current 195 litre fuel regulations. The total paying attendance at Imola over three days was unofficially estimated this year at 192,000, which exceeds the record set in 1983, when one Ferrari was on pole position and another won the race.

Imola certainly deserves to be congratulated on keeping the public happy. There are excellent vantage points for everyone, the grandstands are close enough to the track to be interesting, and the facilities seem to be able to cope with wet weather and huge numbers.

When you consider that the crowd at this year's race outnumbered those who'll descend on Wembley for our own Cup Final, it is clear that Mr Luciano Conti, president of Imola's management company, Sagis, is doing something right. Indeed, in the seven years since 1980 that Imola has hosted a World Championship race the total paying attendance has topped a million.

Among the many factors which must be considered when marketing motor racing, one of the most important is the price of admission. It was possible to get a good view of qualifying at Imola (and what a thrilling sight that was!) for under ten pounds. There are lessons here to be learned by other circuits, in particular by the ambitious facility at Jerez where the Spanish GP was organised.

Lacking any knowledge of international racing, and unwilling — for political reasons — to co-operate with Barcelona or Madrid, Jerez committed the commercial side of its Grand Prix into the care of FOCA and Mr Bernard Ecclestone's staff. This may turn out to have been an extremely serious mistake, for the price of admission was equivalent to about twice the sum which was being asked at Imola from an audience which is not only much more knowledgeable about car racing, but also considerably more affluent.

The lesson from Jerez for FOCA, and for the International Federation, is that Grand Prix racing is too important to permit commercial gambles to be made with its future. It is possible to gauge the commercial viability of a race well in advance, as Adelaide did last November and as the Ungaro-Ring has done this year.

But if F1 is to continue to keep the businessmen as well as the fans happy, let's make sure that it stays away from unsuitable circuits. **GPI**

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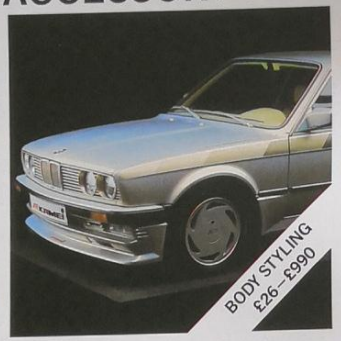

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JAGUAR SHOW THEIR CLAWS AT LE MANS

For the first time in 12 years, the full Le Mans 24 Hours circuit was opened to entrants of the classic race for a pre-event sort out on the second weekend in May. The management of the French circuit were hoping that large numbers of spectators would be tempted to come along and watch whilst teams concentrated on getting their Sport Prototypes set up for the famous Hunaudières straight.

However, the weekend clashed with the Monaco Grand Prix which meant that most French motor racing fans had preferred to head south for a couple of days and the experiment did not prove to be a great success even if the British Jaguar team had made the effort of taking two cars across to France for the occasion. In fact Warwick and Schlesser put in the two fastest times of the weekend with the XJR6, ahead of Wollek's Porsche 962C and Weaver's March-Nissan.

Also during the weekend, two sprint races were organised for those who had made the effort to turn up, a praiseworthy idea but one which wasn't a great success since only nine cars turned up at the start.

TEST TIMES:

1. Schlesser (Jaguar XJR6) 3m 21.89s, an average speed of 242.864 kph/151.79 mph. 2. Warwick (Jaguar XJR6) 3m 22.24s. 3. Wollek (Porsche 962C) 3m 23.40s. 4. Weaver (March Nissan) 3m 33.73s. 5. Brun (Porsche 956) 3m 33.80s. 6. Migault (WM 85) 3m 35.45s, etc.

SPRINT RACE RESULTS:

First leg: 1. Mass (Porsche 962C) 11 laps or 148.880 km/93.05 miles in 37m 51.19s, an average speed of 236.871 kph/148.044 mph. 2. Brun (Porsche 956) 40m 26.23s. 3. Katamaya (Mazda 757) 10 laps, etc.

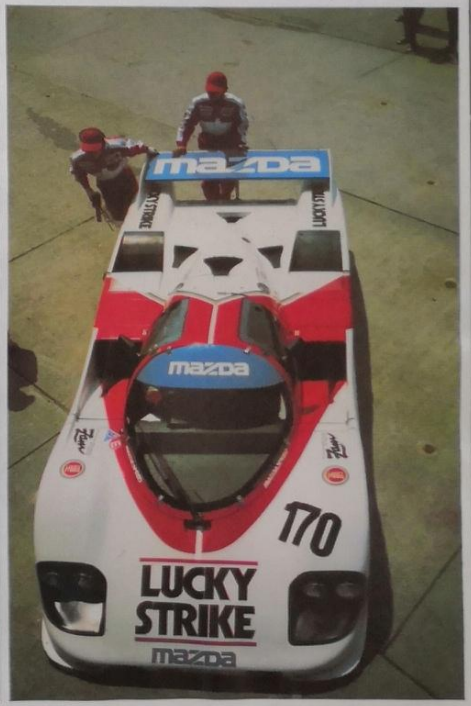
Second leg: 1. Wollek (Porsche 962C) 37m 46.17s, an average speed of 236.393 kph/147.746 mph. 2. Migault (WM 85) 10 laps. 3. Terada (Mazda 757) 10 laps, etc.

Fastest lap: Wollek (Porsche 962C) in 3m 24.53s, an average speed of 238.110 kph/148.819 mph.

MAZDA 757

At long last the project has come to fruition. The principal feature of the Mazda 757 is the 13G tri-rotor atmospheric engine which is said to put out 450 bhp and which has been mounted in a new IMSA GTP spec chassis designed by Nigel Strud. Given that the British engineer was responsible for Lloyd's Canon-Porsche 956, it is not surprising that there is a certain resemblance between the two cars. Strud has also paid particular attention to the Mazda's aerodynamics after initial testing by Japanese drivers gave some cause for concern in this area.

The programme for the 757 includes the Japanese Endurance championship and a fine 6th placing was obtained on the Suzuka 500, first round of the series. Two cars were at Silverstone for the 1000 km race in the hands of Katayama/Terada/Yorino and Kennedy/Galvin/Dieudonné where they finished 13th and 19th respectively. The same crews should be at Le Mans.



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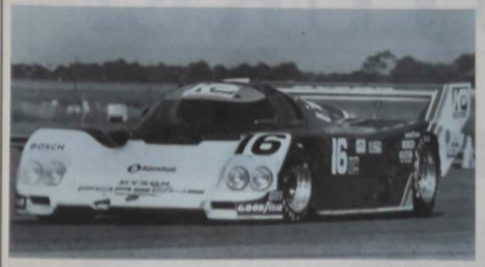
DYSON/COBB RIDE THE STORM

The recent IMSA Riverside 6 Hours certainly gave spectators value for money, not only because of the high number of drivers that led the race at some time but also for the spectacular accident involving Lyn St. James' Ford Probe, Bondy's Corvette GTP and C. Robinson's Jaguar XJR7. It is difficult to believe, having seen the state of the cars afterwards, that nobody was hurt.



John Paul Jnr. was fastest with his March Buick during practice ahead of the Lola Nissan of Brabham/Forbes Robinson. Following these two pairings on the grid were Ludwig/Gloy (Ford Probe) and Holbert/Bell (Porsche 962).

John Paul led for the first twelve laps before disappearing with engine failure and his place was taken by the second March Buick of Bob Lobenberg before his engine too gave up the ghost. Brabham put the Lola Nissan off the track on Lap 27 as a three-cornered fight began to emerge between Wollek/Barilla, Holbert/Bell and Ludwig/Gloy, the lead frequently changing hands at each change of drivers. Wollek/Barilla, however, were to be delayed with throttle difficulties whilst the Ford Probe of Ludwig/Gloy retired with broken steering and Holbert/Bell dropped out with transmission failure.

Price Cobb and Rob Dyson were the happy crew to benefit from these untimely retirements, the Porsche drivers apparently managing fine without their usual team mate, Drake Olson, who was racing in the German Supercup series.

RESULTS:

1; Dyson/Cobb (Porsche 962) 178 laps at an average speed of 154.38 kph/96.49 mph. 2; Brassfield/Mass (Porsche 962). 3; Wollek/Barilla/Leven (Porsche 962). 4; Akin/Weaver (Porsche 962). 5; Baldwin/Miller (Chevy Camaro, 1st GTO). 6; Adams/Hotchkiss (March 85G Porsche).

EARNHARDT'S NORTH WILKESBORO

Dale Earnhardt is the first driver of the season to win two rounds of the 1986 NASCAR series after winning at Darlington in Richard Childress's Wrangler Chevrolet. His performances come as no surprise, however, given that Dale is the man to beat in this year's Winston Cup. The 1980 champion has led for no less than 40% of the total distance of the first seven races so far. At North Wilkesboro in Carolina, he led for 195 laps of the 400 lap race eventually beating Ricky Rudd's Ford Thunderbird by a length. A close fight opposed Geoff Bodine and Richard Petty in practice, pole-position going to the former who recorded an average speed of 180.88 kph/113.05 mph. The two were first to show for the first 30 laps in front of 30,000 spectators but Petty was forced to retire after suffering two blow-outs and Bodine finally finished third behind Earnhardt and Rudd. Darrel Waltrip, once more in the top five, retains his lead in the Winstop Cup although Earnhardt is now not far behind.

RESULTS:

1; Earnhardt (Chevrolet Monte Carlo) 400 laps at an average speed of 142.26 kph/88.91 mph. 2; Rudd (Ford T-Bird). 3; Bodine (Chevrolet Monte Carlo). 4; Waltrip (Chevrolet Monte Carlo). 5; Ruttmann (Buick Le Sabre). 6; B. Allison (Buick Le Sabre).

BOBBY ALLISON BACK IN FORM

After setting pole-position winning time, Bill Elliott looked set to win his first victory of the season at Talladega, 9th round of the NASCAR series. 'Awesome Bill' took pole with a 341 kph/213 mph average and was confident that he was going to be able to put an end to his current lean period which comes after 11 victories in 1985. He dominated the race right up until the 174th of the 188 lap race when his engine suddenly blew, leaving Allison, Earnhardt and Baker to fight it out.

As they started the ultimate lap, Earnhardt squeezed past Allison but the Buick driver reacted immediately, slipstreamed Earnhardt and was first to cross the line. The two last laps had been covered at a furious pace in excess of 330 kph/200 mph. By finishing second, Earnhardt takes

the lead in the Winston Cup, Waltrip having retired just before mid-distance with engine failure.

For 48 year old Allison, Talladega was the 82nd win of his career.

RESULTS:

1; Allison (Stavola Buick Le Sabre) 188 laps at an average speed of 247.23 kph/154.52 mph. 2; Earnhardt (Chevrolet Monte Carlo). 3; Baker (Oldsmobile Delta 88). 4; Hillin Jnr (Chevrolet Monte Carlo). 5; Parsons (Oldsmobile Delta 88). 6; Sheperd (Buick Le Sabre).

RUDD WINS RIVERSIDE

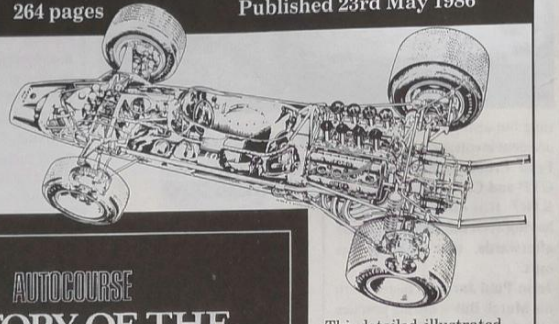
After 500 laps of the 846.33 m Riverside circuit, Ricky Rudd came through winner of the Virginian round of the NASCAR series, a tough race which saw many of the favourites drop out. Rudd, on his local circuit, becomes the 7th driver to win a NASCAR race this year out of eight so far but he owes a lot to luck in that he was spared the problems which befell many of his rivals, surviving a hefty clash with pole-position holder, Tim Richmond, and thereafter suffered from overheating problems. As the race progressed, Elliott, R. Petty, Earnhardt, Bodine, Richmond and Waltrip all retired with various mechanical problems and, later, Bobby Alison and Jody Ridley dropped back after spells in the pits. Joe Ruttman inherited the lead but he fell foul of a puncture, letting through Rudd's battle-weary Thunderbird, Ricky as surprised as anybody to win the race after his early shunt. In the Winston Cup, neither Waltrip (1247 pts) nor Earnhardt (1245 pts) finished allowing Labonte to close in with 1135 pts.

RESULTS:

1; Rudd (Ford Thunderbird) 423 laps at an average speed of 123.70 kph/77.31 mph. 2; Ruttman (Buick Le Sabre). 3; Labonte (Oldsmobile Delta 88). 4; Kulwicki (Ford Thunderbird). 5; K. Petty (Ford Thunderbird). 6; Hillin Jnr (Buick Le Sabre).

BACK TO THE FUTURE!

264 pages — Published 23rd May 1986



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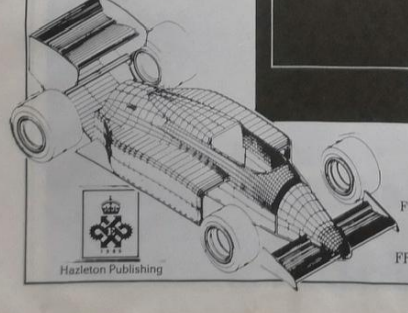

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WILSON OFF THE EDGE AND OUT OF GREECE

Malcolm Wilson had a bit of a fright during tyre and suspension testing in Greece to sort out the MG Metro before the Acropolis. Whilst returning to base with one of the ARG mechanics on a particularly rough section, Malcolm suddenly lost control of his 6R4 and could do nothing to stop it leaving the road and dropping down a 200 foot gully. The crew escaped with only slight bruising but the car was officially described as 'substantially damaged'. Austin Rover think that suspension failure was the cause of the accident.

Indeed, the British team has finally decided not to enter the Metro for the Greek round although Wilson's accident had no influence on this decision. It would appear that the Greek tracks are rougher than was imagined by ARG and the 6R4's suspension, and especially the wishbones, suffered a great deal during the tests. It was considered that insufficient time was available between now and then to sort out the problem.

A development programme is underway to correct the 'Safari-spec' suspension's shortcomings and it is likely that Tony Pond will be entered on the French 1000 Pistes event and Wilson on the Scottish International, both reputedly tough rallies, in order to judge progress. Apart from the Acropolis, the rest of their World Championship programme stands and it is not out of the question that at least one car make the trip out to the United States to take part in the Olympus Rally which rounds off the drivers' championship in December.

NO ACTION AFTER PORTUGAL

Jean-Marie Balestre, FISA's president, confirmed before the start of the Tour of Corsica that no disciplinary action was planned against either the drivers or the organisers following the driver walk-out in Portugal in March after the accident which killed 3 spectators.

It was considered that a voluntary retirement, even a collective one, did not go against the rules whereas the decision of Cesar Torres, event organiser, to continue the rally as planned could not be faulted.

OLYMPUS IN CHAMPIONSHIP FOR MAKES?

The rumour is getting stronger and stronger in Rallying circles that the North American Olympus Rally could well be included in the World Constructors' series in 1987. If that is so then another round is likely to disappear from the calendar and it is said that the Greek round, the Acropolis Rally, is going through a difficult period financially at the moment...

BUFFUM ON TULIP 200

The American SCCO Pro rally series kicked off with the Tulip 200 Rally based at Chillicothe in the state of Ohio. Reigning champion, John Buffum, took his Audi Sport Quattro to its first victory of the season in front of the Mazda RX7 4x4 of his traditional rival, Rod Millen. John Woodner took his Peugeot 205 Turbo 16 to third place.

TIME TO THINK AGAIN

The majority of pressmen and rally enthusiasts the world over joyfully predicted that 1986 was going to be the most exciting year in the history of the sport. More manufacturers than ever announced that they were ready to involve their name at the highest level, either in Group B or Group A. The machines themselves had been developed to a point where they had become veritable F1 cars of the open road, ideal to sustain and expand media awareness and consequently public interest in an increasingly popular form of motor sport.

Looking back over the last four months though, the end of term report is not a happy one. Citroen soon realised that the BX 4TC was out of its depth compared with the standards set by Lancia and Peugeot and, after a disappointing Monte and Sweden, the French manufacturer decided to give Portugal, the Safari and Corsica a miss. Ditto Ford, although at least the RS200 scored an encouraging third in Sweden. After the ill-fated Portuguese round, their next planned outing was to have been Corsica but they too opted to give the only 100% round of the World series a miss on the grounds that the RS200 was unlikely to be competitive.

Austin Rover have valiantly stuck to their programme up until now but it was recently announced that they will not be making the trip to Greece after discovering, six weeks before the start, that the tracks are too rough out there for the Metros. Meanwhile, the British team has still to get a car to the finish on a WRC round.

In March, there was the accident in Portugal, three spectators killed. The incident that everyone had been predicting had finally happened. The anti-Group B lobby began to loudly voice opinions first whispered on the '85 RAC, continuing with the fears expressed by leading drivers before the Monte that the cars were no longer suited to the roads they were designed to compete on. Then, in Corsica, Henri Toivonen and Sergio Cresto perished in the flames which consumed their Lancia Delta in no time at all. Whether or not the accident can be directly imputed to the conception of today's cars is irrelevant but at least it has had the effect of bringing about radical changes in the rules which govern the sport (see page 78) as well as the type of cars to be used in Rallying in the future.

Even before the French event had even come to its sad conclusion, the announcement was made by FISA that measures were going to be taken to bring Rallying down to a more human level, sparking off a debate which we certainly haven't heard the last of. By banning Group B cars for 1987 and by dropping the Group S project before it had even got off the ground, Balestre will not have made himself a lot of friends. But that's nothing new. For once, though, it seems that good sense has prevailed and the plan to base the World series solely around Group A cars should have the effect, at least in the short term, of rendering the sport more democratic. Whether they will be safer or if anything ever could be is another question.

GPI

Graffiti

A week before the Imola Grand Prix, McLaren supremo Ron Dennis rolled out the red carpet at his Woking factory for the Prime Minister. It was evidently a pretty important bash, with World Champion Alain Prost and Mansour Ojjeh of TAG flying in specially to greet our country's leader.

It would be nice to think that Mrs T was at Boundary Road in a bid to soften her hitherto ferrous image with a little more up-to-date technology. However, "Carbonfibre Cutie" doesn't have the same authoritative ring to it as "Iron Lady," and it may be assumed that she was merely taking an interest in British success, a subject close to her heart. Indeed, there has been some speculation that knighthoods may be in the offing for Dennis and his designer John Barnard.

But while the PM evidently took a keen and surprisingly knowledgeable interest in every aspect of the team's facility, including Barnard's glory hole of technical secrets, it is a well known fact that the only racing people who get the invitation to be dubbed by HM are those with hay, not oil, on their boots.

Somehow, "Sir Ron" has an unattractively proletarian ring to it (come to think of it, so would "Sir Bernie"), and anyway it is unlikely that the directors of team perfect would ever settle for the lowest available title. Far more appropriate would be something which involved coronets and ermine (with visible boss labels, naturally), and I believe that as yet there is no Duke of Woking. It's no more than a suggestion, Ma'am.

The exception to the spoken rule that racing personalities never receive titles is Jack Brabham, who had to wait until ten years after he'd retired from driving to become Sir John — and then only thanks to the initiative of former Australian Premier Ian Fraser. As it happens, there were Oz journalists present at Imola who brought news of Grand Prix racing's only knight, or more precisely of his three heirs.

Sir John/Jack has a number of business interests, including a farm near that wonderfully named New South Wales town of Wagga Wagga, but more and more of his time is now being taken up by the racing careers of his sons Geoff, Gary and David. A week before Imola, all three of them were competing successfully on different continents: Geoff in the Indy-car race at Long Beach, Gary in F3 at Silverstone, and David in a Formula Ford race near Sydney.

While Sir Jack has every reason to be proud of his boys, when it comes to finding sponsorship he insists on them standing as much as possible on their own feet. If they want to reach the top, he'll be offering moral rather than financial support. And no doubt he's told them that the most satisfying title to be won in racing has nothing to do with knighthoods or lordships — and everything to do with being Champion of the World.

* * *

The reigning World Champion, Alain Prost, won this year's San Marino Grand Prix much more convincingly than he had done a year earlier, except that this time he ran out of petrol about half a mile before the finishing line, not halfway round the victory lap as in 1985. Fortunately when the scroots stuck it on the scales, on this occasion the trusty Marlboro-Mclaren weighed in on the regulation side of 540 kgs, and Alain was allowed to keep his victory.

Two TAG engine blow-ups in Brazil and some serious computer glitches in Jerez had left the impression before Imola that perhaps McLaren was slipping after two years at the top. Prost's win disabused us of all that suspicion, especially as team mate Rosberg would have made it a Marlboro 1-2 if his computer hadn't proved to be two laps more optimistic than Alain's. On this evidence, the McLaren drivers must be reckoned to give the Williams boys a run for their championship money this year.

Murray Walker, in his BBC television commentary, started to reflect on the apparent agelessness of the basic McLaren MP4, of which Prost's Imola car is the direct descendant. Murray dated it back to 1983, which was the year when an MP4 first appeared with a TAG V6 turbo engine installed. In fact, it is now almost five years since John Barnard's original MP4 design won its first Grand Prix (John Watson, with Cosworth power, at Silverstone, in 1981), making it the post-war chassis with the longest period of continuous success, and boasting wins over a longer period than the Lotus 72 (1970/74) and even the classic McLaren M23 (1973/77).

Inevitably there are those who wonder what Barnard will do for an encore, and some have even suggested that Mr Ford would like to give his new V6 to McLaren in the hope of seeing a repeat of the TAG success story.

Such scenarios are reinforced by reports that even Mansour Ojjeh winces when he gets the bills which Tag has been receiving lately from Porsche, and now it is being reported from Stuttgart that Porsche needs the engineering capacity currently being devoted to F1 in order to concentrate on its Indy-car engine.

Tongues certainly wagged when Ron Dennis was seen sidling into the Ford PR enclave in the paddock at Imola. When questioned, Ron insisted that he was merely having a look at the giant bus which the Ford people were using as a motorhome. *"I think that the press have been putting together a lot of half truths and coming up with a fanciful story,"* he told me. I also got the feeling that while Ron never loses the opportunity to have business-like conversations with potential partners, at the present stage of the Ford engine's development any negotiations would be on his terms rather than theirs.

* * *

In that marvellous finish at Jerez, with Nigel Mansell's Williams-Honda only just failing to catch Ayrton Senna's Lotus-Renault on the line, Olivetti-Longines measured Senna's advantage as 0.014 second. There may have been closer margins at Grands Prix in years gone by — though I doubt it — but none of them was ever measured on such sophisticated timing equipment as that used at Jerez. Thus the '86 Spanish GP will go down as the closest finish ever to have been officially timed in a World Championship race.

The narrowest victory ever recorded previously by Longines-Olivetti was the Austrian GP of 1982, when Elio de Angelis just managed to keep his Lotus in front of Keke Rosberg's Williams. But although all cars were equipped then, as they are now, with on-board transmitters to send out signals which identify the precise moment when they cross the line, it seems that an inexperienced operator, anticipating a close finish, decided to time the gap manually.

At a speed of almost 140 mph, that was a mistake, and it was not until a couple of weeks afterwards that Olivetti-Longines could say how closely Keke had got to catching Elio. In fact, the 1982 Austrian result was based on data postulated from estimates of speeds and from the images provided by an official video camera situated on the start-finish line at the Osterreichring.

Caspar Arnett of Longines says that there are little refinements being made all the time to the timing system. New this year, for example, is an arrangement with the individual constructors to provide "live" electricity instead of battery power to the data transmitters on board each of the cars. *"The trouble with a battery is that you never know how long it's going to last,"* says Arnett. *"With the latest system, at least you can be sure that you'll have the current while the car's running. If the power fails, it means that the car stops, as well as the transmitter. And there's no point in getting data from a car that's stopped..."*

There was a story circulating at Jerez that the finish line had been moved back 10 metres from its original position, apparently in order to put it directly under the sight line of the timekeepers. Arnett confirmed that this was correct (he says that the timekeepers were given a different room, and the line was moved so that they looked directly over it), but he didn't have a lot of sympathy for Nigel Mansell's theory that his Williams-Honda was in front of Senna's Lotus when the two cars had travelled another ten metres and crossed the original line. *"Even though Senna lifted off the throttle as soon as he crossed the line, we calculated that at the speed he was travelling it would have taken about 37 metres for him to actually pass the Lotus,"* he said. Even so, it's an astonishing thought.

* * *

Printing schedules required last month's Graffiti to go to press before the Spanish GP (reported in GPI103) had taken place. Memories are still fresh of the slightly unreal atmosphere prevailing in Andalusia, a part of Spain where an afternoon's sport normally involves a bullfight rather than a motor race.

While one applauds Mr Ecclestone's efforts in spreading the Grand Prix gospel as widely as possible, he came badly unstuck at Jerez. For a variety of reasons, which include not only the outrageous 25 pounds a day ticket prices but also the very poor travel and hotel facilities of the region, it turned out that the locals who wanted to see the race couldn't afford it, while wealthier Spaniards from more distant parts were unable to get planes into the area or reserve hotels within reasonable distance. During the Friday qualifying period, a French colleague who personally counted the crowd in the public enclosures round the circuit came up with a figure of 152.

It would be easy to say that the fantastic Mansell v Senna grandstand finish at Jerez was more than adequate justification for the race. However, Ford's Mike Kranefuss has since told me what a bad impression all those unsold seats at Jerez had made on some of his company's senior management.

"They tune in to ESPN (the US all-sport TV channel) and see stands crammed with enthusiastic fans in Rio or at Indianapolis," he said, *"but as soon as they saw the empty places in Spain they wanted to know what's gone wrong with Formula 1."*

On this year's showing, the Jerez circuit is a bigger white elephant than the awful "new" Nurburgring. Now, following the intervention of FISA, there is no immediate prospect of either circuit getting a World Championship Grand Prix again. Be glad, therefore, that you don't hold shares in either track, because as Silverstone and Brands Hatch know only too well, these days F1 is the only kind of racing which will keep a circuit owner smiling all the way to the bank.

The sponsor of the Spanish GP was the Tio Pepe brand of Sherry, produced from locally grown grapes by Gonzalez Byass. This company, one of the oldest and most celebrated names in the business, had a number of personality girls at the circuit, all kitted out in elegantly tailored black slacks, topped off with red bumfreezer jackets and flat Tio Pepe hats.

John Townsend, my friend and fellow GPI contributor, was busily photographing two of these ladies in the paddock when he became aware of their minder tugging at his sleeve. *"Senor,"* he was implored, *"You come to our hospitality?"*

Although the prospect of Spanish hospitality had less appeal to JT's appetite than the lunch which awaited him at Goodyear's motorhome, both he and his chum Crispin were prevailed upon to make the diversion for a glass of dry Sherry.

First, though, they were introduced to two English-speaking gentlemen, Mr Gonzalez and Mr Byass, whose names made no impression on our two lensmen who (like many of us) associate Sherry drinking with maiden aunts, country vicars and very small glasses. After pleasantries had been exchanged, the guests started to examine the bottles behind the bar in the hospitality suite. *"Ere,"* says one, *"have you seen this bottle? Those two blokes we just met have had their names printed on it..."*

Thus do sponsors spread their name and renown — and lets hope that the Spanish GP of 1986 brings success to its benefactors.

* * *

Your correspondent watched final qualifying at Imola on one of the pitlane television screens, standing next to Arrows mechanic Evan Chance, an old friend who happens to be a rather hardened realist. When Ayrton Senna set off on his second set of qualifies and started his flying lap, it was obviously going to be another Senna-sational bit of driving.

Evan was unimpressed. *"Mr Floppy Disc, I call him,"* he said. *"He just has a different program for every circuit..."* I agree that it's difficult to believe that it's a human being and not a computer in the number 12 Lotus these days, and I think that other drivers are starting to regard the Brazilian as a driving machine rather than flesh and blood. Halfway round that lap, for example, poor Christian Danner happened to find himself in the middle of a chicane as the Lotus closed, thundering up at a speed that was probably 60 mph quicker than the miserable Osella was doing.

Danner had no hesitation whatsoever in hitting the brake pedal, locking up all four wheels and ruining his own qualifying lap in the process. Later, when I congratulated him on that particularly courteous gesture, Danner was obviously pleased that it had been noted. *"Honestly, there was nothing else to do."* He said. He probably knew that Senna would have driven right through him if necessary.

Incidentally, since Senna's Lotus contract comes to an end this year, the scuttlebutt has already started about which team will be taking him on in 1987. A lot of Philip Morris people were being terribly polite to him at Imola, triggering newspaper speculation that he might be going to Ferrari, possibly with designer Ducarouge in tow.

My information is that Uncle Philip, as the paymaster of all Ferrari drivers, would be happy to meet the Senna salary requirements, but that Ferrari is too proud to give "Goldfinger" Ducarouge the complete control of the technical department that he would require. The way things are going, however, the temptation to take the brilliant Brazilian at any price may prove irresistible even to Ferrari. He seems to have started practising already, because he conducted his own post-qualifying press conference at Imola in perfect Italian. ■

by Mike Doodson

Johnny Dumfries

NOBLESSE OBLIGE

HE WEARS THE ST ANDREWS CROSS OF SCOTLAND ON HIS HELMET, BUT SPEAKS WITH A TRACE OF COCKNEY. HE'S WORKED AS A BUILDER AND DECORATOR, ALTHOUGH ONE DAY HE WILL INHERIT UNTOLD WEALTH. DESPITE BEING LISTED IN DEBRETT'S, HE LIKES TO BE CALLED JOHNNY. ONE DAY HE'LL BE ELIGIBLE FOR THE HOUSE OF LORDS, BUT FOR THE MOMENT HE PREFERS HIS LOTUS-RENAULT. THIS ARISTOCRATIC ENIGMA IS A SLIM 28 YEAR OLD CALLED JOHNNY DUMFRIES. AND THE ONLY TITLE WHICH INTERESTS HIM IS TO BE A RACING CHAMPION.

by Mike Doodson

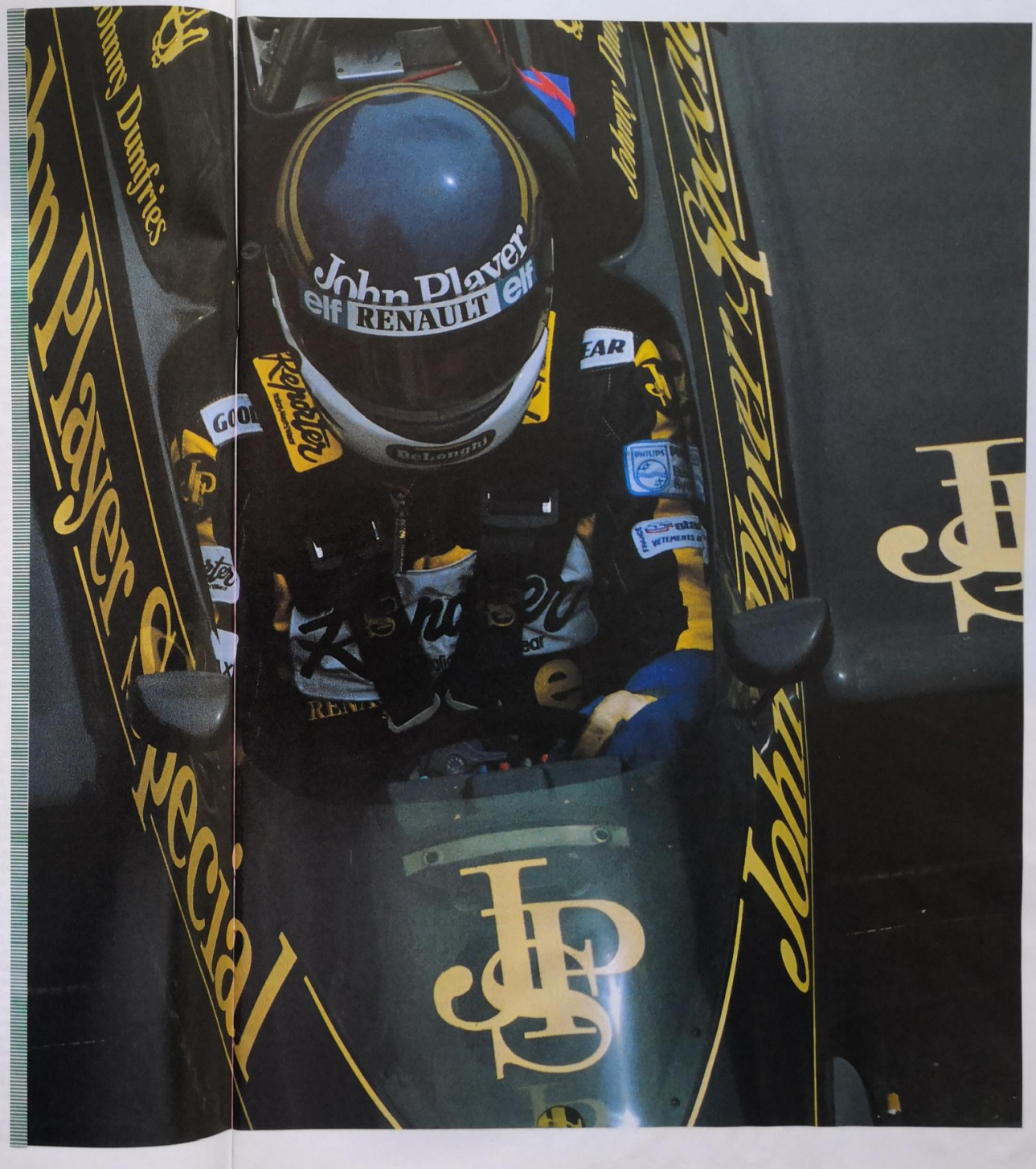
Few drivers can ever have joined a team under circumstances which were as difficult as those prevailing when it was announced that Johnny Dumfries would be Ayrton Senna's team mate at Lotus in 1986. Disgusted that Senna should have refused (as his contract entitled him to do) to accept Warwick as his number 2, the British press had mounted an all-out campaign against the Brazilian.

While the driver who was the butt of all those harsh words could shrug them aside, the implications for Dumfries were much more serious. As the man who had been selected by Lotus manager Peter Warr and the teams sponsors instead of the affable and popular Warwick, he was conscious of a barely perceptible, albeit insidious, undercurrent of hostility against him. For any young driver, the situation was unnerving at the least. For someone who had never raced a Formula 1 car it might have been intolerable.

Dumfries, with great aplomb, decided that if the press could not be relied upon for support, at least he should seek it from his team mate. They had been competitors in Formula 3 in 1983 and they knew each other vaguely.

"When we saw each other at Ricard, after the first test in February, it was the first time we'd sat down and spoken to each other since 1983," recalled Dumfries.

"This time we talked through everything straight away: All the stuff there had been in the British press. So that was it, it



was out of the way and finished with. You know, it's quite simple really. Everybody got a lot of stick: Peter Warr and Ayrton especially. I didn't get stick, but I was being criticised. Fortunately there's one way to prove everyone wrong — and that's by the results, it's as simple as that."

In, Brazil the newcomer had aimed to be among the top twelve qualifiers — and started 11th. He made two pit stops to cure an electrical misfire (the first was only brief, because Senna was due in for tyres and Johnny had to be shooed out to do another lap) on his way to 8th place overall and fourth fastest lap of the race.

A high spot for him in Rio was undoubtedly his passing moves on the two Ligier drivers. Rene Arnoux in particular, though obviously in trouble with his tyres towards the end of the race, was a tough customer.

"I was pleased about (passing) Arnoux. Coming up behind him, I realised that if I mucked about and tried to show him here I wanted to pass him, I wouldn't ever get through — so I had to do it in one go. I got myself in the right position at the beginning of the straight and hit the boost button. He wasn't in the middle of the road, but he was far enough into the middle that I couldn't go round the outside. And I couldn't go on the inside because of the marbles. He kept his position up to about 150 metres, in the middle of the road. So I just dummied to the outside of him — and he moved over and I went through..."

"THERE'S ONE WAY TO PROVE EVERYONE WRONG AND THAT'S BY THE RESULTS."

He laughs at the memory of that. Alas, he was forced to retire in both subsequent GPs. The crown wheel, a second-hand part, broke in Spain, and at Imola he retired, like Senna, with the failure of a rear wheel bearing.

While his first three races with Lotus have failed to bring him any points, Dumfries has now earned the approval and admiration of the pressmen. Rene Arnoux is just one of several drivers who will offer his respect. Britain has evidently produced a promising new driver.

It takes hard work and talent to get into the position that Johnny Dumfries now enjoys in racing. It also takes a lot of cash, and one day Johnny — as the heir to one of Scotland's wealthiest estates — will be in a position to afford to buy his own Grand Prix racing team if the idea should appeal to him.

It is common knowledge now that Johnny is more formally known as the Earl of Dumfries, eldest son of the Marquis of Bute and scion of a Roman Catholic branch of the Scottish landed gentry which has managed to hang on to the family bawbees. Less well known is the origin of the title, which devolved on a direct antecedent of Johnny's who had befriended George I of England. George, a Hanoverian by birth who spoke no English, was introduced on arrival in London to Lord Bute, who was fluent, like himself, in Latin. The King subsequently elevated Bute to Marquis in gratitude for his services as the royal translator.

It seems that the British public felt less favourably disposed to Bute than his monarch had done. The new Marquis, who served a short period as Prime Minister, was obliged to depart political office in 1763, soon after negotiating the end of the Seven Years War. London's citizens were unhappy about the end of hostilities, in which our country had been hugely successful at the expense of the French, until Bute's intervention. He left under a shower of unspeakable missiles thrown by an ungrateful public.

At least Renault will be glad to know, more than three hundred years later, that their racing turbo engines are being used to good advantage by a descendant of the man who got Frenchmen off the hook at a time when history was not on their country's side.

Even if the family fortune had been made available, Johnny has strenuously avoided dipping into it to go racing. His cousin, Charles Crichton-Stuart, a successful one-time F3 racing driver in the sixties who now works with the Force/Lola/Team Hass operation, points out that Johnny has earned his keep ever since he left school.

"He always wanted to go out and work: he drove a van for Frank Williams, then he went to work for Bob Sparshott (of the BS Fabrications Racing Team), because he wanted to be a mechanic. When he wanted to go racing he became a painter and decorator to earn the cash. I admire that, because he didn't use any of his father's money, or any of the money that he would have inherited. It was all done from his own efforts in getting sponsorship.

"That was nice, because it wasn't taking things for granted. If for example he hadn't made it out of Formula 3, one day when he takes over from his Dad, all the people who'll rely on him for a job — and that's quite a lot of people considering the various interests which the family has got — will benefit from the fact that he's a regular guy rather than just a rich young upper-class wanker."

Perhaps to avoid any such association with the Hooray Henry element, Johnny has maintained a distinctly below-stairs profile. Like many well-born Scots, his accent is English, but for several years it leaned towards Hackney rather than Mayfair. He is the third of four children: The daughters were born first, and Johnny is now 28 years old. He was particularly close to Caroline, his eldest sister, until she was tragically killed a year ago in a car accident.

"They were all nice kids, and very unspoiled," says their cousin Crichton-Stuart. *"That was unusual, because they had the facility to have every privilege which people can have in Britain now, and a way of life that doesn't exist anymore for many people."*

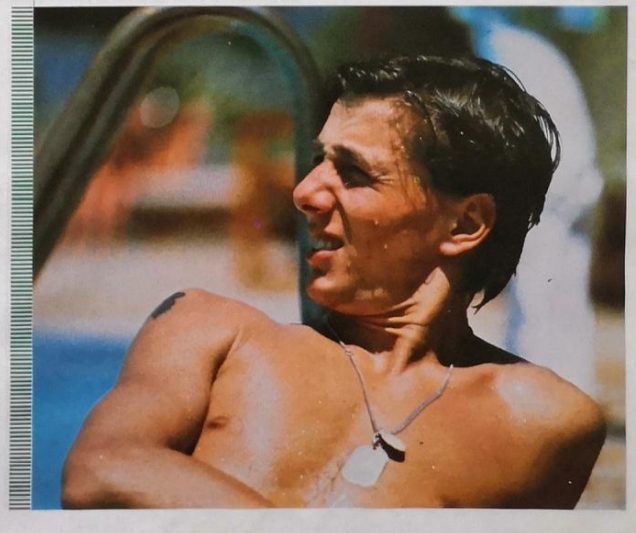
Born in Scotland and proud of it, Johnny remembers a happy childhood. *"All of us — my sisters and my brother — were brought up on the Island (of Bute), although we went to schools in England. But we always went back home for our holidays, so we really grew up there. I love the place: The family's been there for centuries, and we'll be there for a long time in the future."*

Married to Freddie (real name Caroline), Johnny is the father of a daughter, with another child on the way. He moved his home last year from Fulham to the Norfolk village of Fakenham, to be near his mother. Country life suits him: He can go running when he wants to, and of course it's not too far to go to Lotus HQ at Ketteringham Hall. His house is typical of Norfolk, comfortably old-fashioned and also rather larger than those of other British drivers visited by GPI in the past six months.

"DUMFRIES WAS CONSCIOUS OF A BARELY PERCEPTIBLE, ALBEIT INSIDIOUS UNDERCURRENT OF HOSTILITY AGAINST HIM."

He doesn't linger on the subject of the family home on Bute where his father spends most of his time, but one gets an impression of a sort of crofter's cottage. In fact the place has 350 bedrooms and almost as many staff as Team Lotus.

The truth about the Dumfries family background never fully emerged until 1983, when Johnny won the second Grovewood Award and could show his innate talent was something special. No sooner had he left school than he devel-



oped a slightly obsessive attitude towards finding employment. He'd worked on a building site for ten months in 1977/78, until cousin Charlie found him a job as a van driver for his friend Frank Williams, who'd just set up a new team in Oxfordshire.

"I imagined it would be a great opportunity, travelling all over the world, that sort of thing. When I went in to the place there were two mechanics, a chief mechanic, Mike Young (the buyer), Frank and Patrick (Head). All the mechanics were painting the walls and the floor: the industrial unit was completely bare, except for a DFV sitting in a box on the floor, with a March monocoque leaning up against the wall. I'd never seen a racing engine, or a monocoque. I was wondering what it was. It was a revelation, looking like a bathtub made out of aluminium."

"WHEN HE WANTED TO GO RACING HE BECAME A PAINTER AND DECORATOR TO EARN THE CASH."

There were memories of cousin Charlie's racing days, the excitement of being with a new team, and the responsibilities of driving the van. After a year, Johnny drifted a bit and worked for several garages. *"But I got fed up with working for other people, and I was bored. I got to know these people who were racing karts, in fact I went to work for them. They were selling spanners and stuff off the back of a van, same sort of operation as snap-on tools. I went to a kart race at Kimbolton, in 1980, and that's how I got interested.*

"So I started racing... and yes, I funded it myself. But it cost virtually nothing — especially at the level I was doing it at. I think it cost me £250 to buy the kart, the engine, a few spares and a set of leathers. It wasn't difficult for me to pay for that on what I was earning from selling tools."

He had a few incidents too. *"I managed to break both my ankles at Rye House. I was quick, but I was falling off the road a lot. And I knew people who were doing Formula Ford. At the end of 1980 I had decided that I didn't want to spend any more time karting. I had race experience (from karts) and I knew I was reasonably quick, so I had to do Formula Ford.*

"We talked all about it, and decided that I ought to get a car that was a couple of years old and do the Star of Tomorrow Championship. So I bought an old Crossle which I actually picked up at the Formula Ford Festival, because people take their old cars there and leave them on the trailer with a piece of cardboard marked 'for sale'. I used all the money I'd got saved up on that, so I had to carry on earning. And that's how I got into painting and decorating, because a friend of mine was doing that —and it's a forty-quid-a-day job.

"I also got some sponsorship that year from a chap called Chris Humberstone, who is a friend of Charlie's who's been very instrumental in my career. He went on to sponsor me in '82 and introduced me to Luigi Graziano, who took me into Formula 3 in '83.

"The Crossle cost me about £2,000 as I remember. I finished 4th in my first race, at Croft. But again, I had a lot of accidents that year — and the highest place was 4th. After one year as a novice I decided that I had to have a new car and a decent team so that I could do a se..'or championship. I finished 5th in the Champion of Brands series,

which doesn't sound particularly impressive... but the reason we started concentrating on that was because we didn't have enough money to see us through the big championships. And because I was living in London, it was easy to go racing at Brands, and so I did all the races there. I won two races that year and I had quite a lot of top six results."

Whether it was a matter of luck or noblesse oblige, it was not proving too difficult to find sponsorship. *"At the end of 1982 I was introduced to Luigi Graziano — and the very first race he came to, I think I finished 3rd. It happened to be a very good race, and he's Sicilian, he got completely carried away, and he loved to be involved. It was he who said, "there's no point mucking about, we've really got to do Formula 3 next year.'*

"I remember wondering what would happen if I proved to be completely useless after Luigi had put all that money into me. It was a very interesting year, '83. The team was funded by Luigi and run by (one-time F2 driver) Dave Morgan. We really used to work hard on getting the chassis right: He taught me a lot about driving, Dave had a good philosophy... Martin Brundle and Ayrton Senna were the blokes to beat that year. Dave would tell me to forget about everyone else: Those two were the competition, we had to try to be as competitive as they were.

"The closest I got to them was 3rd on the grid at Silverstone in the Euro-Round, when I got the lap record. I also put the car on the front row at Snetterton then, wrote it off in practice and couldn't race... (laugh).. I was so sick.

"I ended up putting a bit of cash into it at the end of the year, because I was so desperate to carry on.. by that time I knew I could do the job, I'd proved I could be quick in F3, and there was no way I was going to quit. I would have done anything to carry on at that time. So although Luigi funded the team at the beginning of the year, we had to stop racing in September. I had borrowed money from the bank and I realised that it was going to get completely out of hand: I just had to keep my head about things."

For 1984, once again a benefactor stepped forward, this time in the welcome shape of BP. The Ralt which Johnny had raced in '83 had been purchased from top F3 entrant Dave Price, who had been through the painful experience of watching his 1983 driver, ex-kartist Calvin Fish, being given a hard time by Johnny in his year-old car.

"I'D NEVER SEEN A RACING ENGINE OR A MONOCOQUE. I WAS WONDERING WHAT IT WAS."

So Johnny moved into Price's team, in BP's colours, and the two of them set off on an adventure that was to bring them no fewer than 15 victories from 26 races. Johnny easily won the Marlboro British F3 title, and would also probably have won the European F3 title if it hadn't been for some skulduggery by the entrant of Ivan Capelli's car. Johnny and Dave dovetailed perfectly with each other.

Interestingly, Johnny blames himself, not Capelli's bent engine, for missing out on the Euro-title. *"There were two races — Nogaro and Mugello — where I finished 4th twice. At Nogaro I hit Gerhard Berger up the back and bent my wing and at Mugello I spun out of 2nd place, which gave me two fourth places. Both incidents were my own bloody fault. And if I'd finished second or higher in both of those races, then I'd have won the Championship, regardless of what he did."*

By the end of 1985, it looked as though Johnny was set to follow Senna and Brundle straight into F1. Lotus had given him a test at Donington at which he had lapped as fast as Elio de Angelis had done in the same car. Brabham had asked him to stand by as a possible number two to Nelson Piquet, and Ferrari was showing some interest in engaging him as a test and development driver.

By his own admission he was all *"keyed up"* to get into Formula 1. But although Lotus dropped Mansell, they had taken Senna as their star, and in spite of a good test a Kyalami with Brabham, that place eventually went to Hesnault.

"Eventually the only alternative to being unemployed was Formula 3000. Luckily Mike Earle and Joe Chamberlain of Onyx Racing, to whom I'll always be grateful, decided to give me a drive. They were convinced that they'd be able to find sponsorship to run the car -unfortunately they couldn't. They'd taken a financial risk, and it didn't pay off. After a while, Onyx Racing couldn't support me any longer."

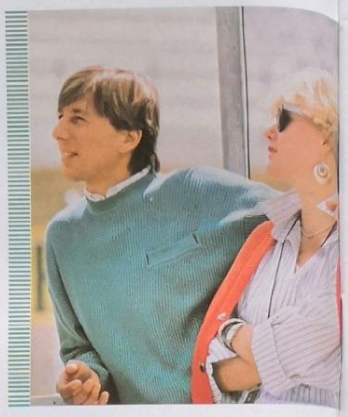
The bare statistics of the F3000 experience are depressing: Four starts with the Onyx March, two with the works Lola which no one else would drive, and one miserable point in the Championship.

"It was such an unsettled year for me that I was doing a lot of soul-searching. I kept asking myself why it had all worked out so badly, because I'd been in one of Mike's Marches at Silverstone, at the beginning of the year, and been very quick: I'd done a 1m 16s in testing.

"Looking back, there were several reasons for it being such a bad year, including pressure within myself. Half of me wanted to go out and brain everybody and half of me didn't want to flange the car, because it wasn't my car and we didn't have a sponsor. The other thing which I remember very clearly was being really keyed up before the first race. In '84 we'd been so successful that Dave and I would be really ticked off at the end of practice if we weren't on pole position. And I'd thought that I'd be on the front row at Silverstone, so it upset me when I was only on the second row. I thought well, if I take it steady in the race, with slicks on, and it dries out, I'll be alright. I thought I was driving quite steadily.. and I just came off. It caught me totally unawares. A lot of it was probably due to inexperience. I'd never run with a great big heavy fuel load like we were running there... and it was wet... and I was on slicks.

"I think the lack of sponsorship was weighing on my mind — and I couldn't understand why I wasn't quicker. I wanted to be out there braining everybody but I wasn't. That made it worse."

The whole season seems to have been a sort of black hole, an abyss which was worth forgetting. But if Ayrton and Martin had done it, why not Dumfries?



"Don't forget, they got signed up by F1 teams and they probably knew that their chances of getting sacked in their first year were unlikely, so they had a year in which to make it."

To make matters worse, the Ferrari contract effectively came to an end when the four cylinder engine programme was dropped in July and the Scuderia's end-of-season crisis meant that there couldn't be a car for Johnny to race as he had hoped.

What paid off was the excellent test with Lotus and the good impression which Johnny had made on Peter Warr. It was obviously a help that Senna — who had been guaranteed number one status — saw no threat in Johnny. And the faith which Lotus showed in him was reflected by the fast and professional job he's been able to do for them.

Having had several World Champions through his hands, Peter Warr usually knows good material when he sees it. He has a very real affection for someone who's worked as a mechanic and done a stint with a racing team behind the wheel of a van, perhaps hoping that his insight into the work involved will be recalled if he's tempted to push the machinery a bit far.

"MARTIN BRUNDLE AND AYRTON SENNA WERE THE BLOKES TO BEAT THAT YEAR. DAVE (MORGAN) WOULD TELL ME TO FORGET ABOUT EVERYONE ELSE."

Warr certainly appreciates the remarkable level of physical fitness which Johnny has achieved. *"He went out running with some people in Brazil and I understand that he left them all standing. He's also very even-tempered, and one interesting thing is that he's got an unusually low heart-beat. I believe it's around 63, while the norm is 80. That's something that I remember Jochen Rindt had..."*

Some of the other Dumfries talents may be the consequence of that low heart beat. *"Even after a pre-race test one's never sure how a young driver will handle the qualifying scene,"* says Warr. *"It requires a very special talent, a certain level of confidence in your own ability which Johnny seems to have — and in what we've seen so far he's done very well indeed."*

That verdict is a warm one for a driver with no more than three Grand Prix races behind him. However, Johnny Dumfries has found his feet in Formula 1 and looks set to improve. Not so long ago the press may have regarded him as a poor substitute for someone else. Now he must be judged on his own ability. He asks nothing more — and he deserves it. ■

PROST WINS PETROL PUZZLER

PROST'S VICTORY AT IMOLA HAD NOTHING TO DO WITH LUCK. FOR THIS, HIS FIRST VICTORY OF THE SEASON, THE WORLD CHAMPION PUT EVERY OUNCE OF HIS INBORN TACTICAL TALENT TO USE, WINNING THE SAN MARINO GP WITH LITTLE MORE THAN A GLASSFUL OF PETROL REMAINING IN HIS TANK. THANKFULLY, THERE WERE TWO COMPUTERS IN THE COCKPIT OF THE MCLAREN N° 1.

by Bob Harrap

ANALYSIS

Despite first reactions after Piquet's runaway victory in Brazil, first GP of the new season, there has so far been a different winner for each of the three races up until now and, also, three different engines. It's the sort of observation that gives food for thought to those who talk about nothing other than the doom spelt by current consumption rules. After the 'all-powerful' Honda, after the thirsty Renault, it was the turn of the TAG Porsche to spring a surprise at Imola, site of the San Marino GP. As hinted in the introduction, Prost's victory was no fluke. On the contrary, it was the logical conclusion to an exemplary intelligent race from the World Champion. After a cautious start in the wake of Senna, the Frenchman was able to observe the Lotus driver, judge that the 98T was not in the best of health, before proceeding to overtake. When Rosberg tried to pass early in the race, Prost simply stepped aside, letting his new team-mate through, and when the Finn shot off in persuit of Nelson Piquet, our man refused to be drawn, happy to let Rosberg get on with it alone. Prost was apparently intent on sticking to the race-plan he had been talking about all weekend, ie lap times in order of 1m 31.5s and 1m 32.1s, a pace he respected until time came to change tyres at mid-distance. When Rosberg stopped to do the same, Prost suddenly found himself in the lead. Then, and only then, did he begin to accelerate his rhythm, lapping at about a second faster than his announced plan.

Perhaps he should have waited just a handful of laps more before trying to pull out an unassailable lead. Towards the end of the ultimate lap, just as he began the descent towards Rivazza, the Porsche engine began to hiccup. Prost's reactions, as he instantly flicked on his electric pump in order to suck up the last remaining drops of petrol, were proof of the man's cool, the perfect harmony between himself and his machine. The few centilitres thus salvaged were enough to get the McLaren moving again and over the line. The half litre of petrol that remained in Alain's tank after the race were totally unusable!

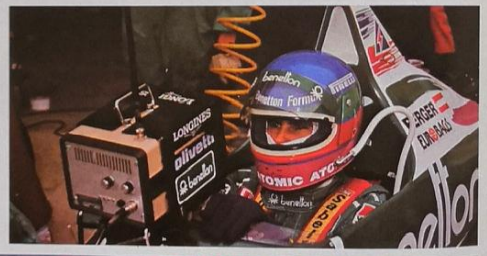
PROST *"AS I CROSSED THE FINISH LINE, MY MIND WENT BLANK. I WASN'T EVEN SURE I'D WON"*

"As I crossed the finish line, my mind went blank," related a very relieved Prostichon afterwards. *"I wasn't even sure I'd won. I had felt in control of the race, confident insomuch that I had respected my race-plan to the letter. I had placed faith in my onboard computer throughout. I was certain that I was going to be able to finish and there I was, in the process of running out of petrol. Imagine how I felt as the car began to lose power! As soon as I realised what was happening, I cut ignition to freewheel down the hill, scraping the bottom of the petrol tank for the last drop of the stuff. Then it was a question of switching on the fuel pump, switching back on the ignition and taking my foot off the clutch. The ploy worked, I could hardly believe it. I had even started consoling myself by saying that at least I would be in the points if ever it came to the worst."*

It would appear that Alain has again been given false information by his computer. After what happened in Spain, he was wary, even electing to programme the electronic machine optimistically. *"In that way I knew that I was able to drive until the computer displayed zero, and even then have a couple of litres or so in reserve. Throughout the race, I ran at between 3 and 5 litres below the figure that was being displayed, I was confident. But it was so very nearly a confidence which back fired, I could have made do with a 10 seconds lead instead of 27 seconds! It's kind of you to say that my race was intelligently conducted but it could so easily have gone all wrong. OK, others may well have just parked up if they had felt they were running out of petrol in the same circumstances. I decided to have a bash, relying on the favorable slope to help me and praying that there was the odd drop left in the pipes."*

Nevertheless, Prost's pace as from the 35th lap gave most observers the impression that he was heading for trouble. Did he want to underline his recent campaign against the current fuel restrictions by purposefully falling victim to those rules whilst in the lead? *"I was conscious that certain people must have been thinking that,"* admitted Alain, *"but I can tell you that it wasn't the case. My tactics were simply to cover as much of the distance as possible with reduced turbo pressure, the minimum in fact, preferring to make my tyres and brakes work a little bit harder. Afterwards, and in the knowledge that Keke was out front, I was confident that I would be able to make up ground when the time came."*

What of Keke? It is probable that he lost the race for two reasons: His pitstop to change tyres had taken 7 seconds longer than in the case of Prost. Without that handicap, he would have retained his lead on returning to the circuit. Secondly, a more thirsty engine doubtlessly the result of a higher turbo boost than was the case for his team-mate combined with the fact that the Finn's more generous driving style uses up more fuel in itself. They are small details which, in today's context, are of capital importance. One question remains however. Given the relative thirsty style of Rosberg's driving and the lower reserve he must have had towards the end of the race compared with his fellow McLaren driver, why is it that the Finn put in his fastest lap time only 2 laps from the end? OK, Piquet was on his heels, but wouldn't it have been wiser to let Piquet past? Afterall, third place is better than none. According to Keke, he too fell foul of a malfunctioning computer. *"On lap 58, it indicated that I still had 4.5 litres available. Then, all of a sudden, nothing..."* Patrese had a similar story to tell. *"According to my computer, I still had 6 litres left with 2 laps to complete!"* It is likely that drivers will be more than a little wary of their electronic companion's advice in the future.



A third place for Berger confirms the potential of BMW-engined Benettons.

Despite a lightening start from Senna, Piquet was first to show at Tosa.

Rosberg's tyre-change whilst leading took 7s more than Prost's earlier change.

LIGIER *"AND TO THINK THAT WE SHOW RACES LIKE THAT TO MILLIONS OF TV VIEWERS"*

Piquet eventually finished second, letting slip by a possible victory as it turned out. Another question: Why did the Brazilian driver leave it until lap 52 before taking first 2 seconds, then 4 seconds a lap off Prost? *"I began to have clutch problems early in the race, on lap 15,"* he explained. *"It got to the point where I was changing gear without declutching. I put off my tyre change through fear of not being able to leave the pits again and I did practically the whole race like that. Then, 10 laps from the finish, I decided to risk everything and try to catch Rosberg. The clutch held good and I progressively took more time off both Keke and Alain, but it was too late. Never mind. I am very happy with second place."* Unlike his two McLaren rivals, Nelson was spared the petrol headaches that have become a way of life for many drivers today. Perhaps the fact that he was obliged to slow because of his clutch problems had something to do with that, but the fact remains that the Williams boasted 2 litres spare after the race and the Brazilian was one of the rare drivers to complete a lap of honour afterwards.

Probably the biggest surprise of the San Marino Grand Prix was the fine performance from Berger whose BMW-engined Benetton benefits from closer attention from the German manufacturer given that Brabham are still trying to sort out their problems. When Berger pulled into his pits on lap 29, his B186 was automatically fitted with fresh rubber although that wasn't the reason for the Austrian driver's halt. *"I wanted them to clean my helmet-visor and to wipe my eyes a bit,"* he told us. *"The visor had become smeared with oil. I attempted to drive with it lifted but I got oil in my eyes too. It's just one of the stupid things that can happen during a race. Afterwards I was handicapped by my clutch and brakes. I opted to stay with the chasing pack but, ten laps from the finish and once reassured that the car was reasonably OK, I decided to get past Johansson. I owe my third place to the number of retirements caused by dry tanks. As for me, I had enough fuel left to cover three laps."*

Whilst Surer, Patrese and Ghinzani were the other victims of the consumption virus, Boutsen claimed that he still had 5

TEAM BY TEAM

A number of detail changes made an appearance on cars at Imola but, needless to say, major interest lay in the debut outing of the Ford turbo engine on the Lola THL2 of Alan Jones.

FORCE/LOLA

The privilege of driving the Force Lola for the first time with the new Ford V6 turbo was given to Alan Jones, Tambay having to make do with the usual Hart power unit. The specification of the V6 has not changed since its winter shakedown at Paul Ricard. After setting 17th fastest lap on the Friday and 21st fastest on the Saturday, the former World Champion seemed generally pleased with its performance notably concerning its reduced turbo lag at low engine speeds, its smooth acceleration characteristics, its reliability and overall compatibility with the chassis. During the two days of practicing, the V6 turbo, which operates at 3.8 bar for both testing and during the race, developed only a minor problem with the exhaust which caused a drop in power.

WILLIAMS

The car damaged in Piquet's pre-race accident in Spain has been replaced.

TYRRELL

The British team were able to rebuild Brundle's 015 that was damaged during practice before the Spanish GP and the Renault DP engine , complete with the latest intake manifolds as used solely by Senna in Spain, was available in race-spec. The logos of a new sponsor, Kelemata, the cosmetics manufacturer that used to back Osella, appeared on the Tyrrells alongside Data General.

FERRARI

A new car too for Johansson after his shunt at Jerez and quite a few changes to the F1/86's mechanicals; new intake manifold, new exhaust layout between engine and turbo and the addition of an injection cut-off system which is aimed at saving precious drops of fuel by cutting injection during deceleration.

LIGIER

For the first time, the French team had a Renault V6DP engine available for both Laffite and Arnoux and the JS27's have adopted the latest Renault intake manifolds, nicknamed 'dromedaries,' which modify the car's internal aerodynamics and allow for a more uniform petrol-air mixture for each cylinder. The richness of the mixture can now be set for the weakest cylinder, ie the furthest away from the air-flow. A fuel saving in the order of 3% is claimed as a result. To house them, the engine cover has had to be modified.

ARROWS

During Friday's practice, Boutsen claimed that his A8 was under-steering over slow sections and over-steering over the fast parts of the Imola circuit. Lap times in the order of two seconds slower than last year persuaded the Arrows team to return to the former set-up; no deflector, original rear wing and shorter wheelbase. The Belgian driver beat his fastest time of the previous day (1m 29.931s) by nearly... 2 seconds allowing him to take 12th place on the grid with 1m 28.022s.

BRABHAM

Weissman 6-speed gearboxes were available in Italy for the BT55s which sport, once again, a number of modifications; revised rear suspension geometry, wide rear air-deflectors, new engine cover, flaps on the side air-outlets, etc.

BENETTON

A weight saving of 6 kg has been obtained on the B186s thanks to the fitting of a new water radiator and intercooler which are said to be more efficient.

MINARDI

We were expecting a new, smaller and lighter chassis but it is likely that we will have to wait until Monaco or even Spa.

OSELLA

Here too we were expecting the new FA11H/Motori Moderni, but again we will have to wait (see separate story).

ZAKSPEED

As promised, Huub Rothengatter has joined the German team and will drive with them for the rest of the season. Consequently, there was no spare car for Zakspeed but they are hoping to have one for Monaco if time permits.

A slight improvement for Ferrari on home ground with Johansson in the points.

litres left as he crossed the line and 3.6 litres after his lap of honour.

For Ferrari, the Imola GP was the ideal occasion to gauge how much progress the F1/86 has made but, unfortunately, the Italian team's lean period is not yet over. Johansson was handicapped for a great deal of the race with the now usual brake problems which had the Swede pumping hard on the centre pedal on the straights in preparation for braking afterwards. Alboreto retired three laps from the finish when the left-hand turbo fins broke. Michele, 4th at the time, was the source of some irritation amongst certain Ferrari technicians who maintain that he should have persevered. Who's to say who was right? Had the Italian driver just let past a chance of getting into the top three... or had he avoided a fire, the consequences of which one can never predict in advance?

We expected to see a number of empty tanks at Imola, and we weren't mistaken. *"If things carry on in this way,"* warned Guy Ligier, *"F1 is going to fold up. And to think that we show races like that to millions of television viewers! Let's just hope that somebody up there in power understands what is happening."* We wonder if they do.

QUALIFYING

The organisers of the San Marino GP had the marvellous idea of replacing the usual screened display of practice times with closed-circuit TV colour coverage of the principal competitors' performances, the whole 'programme' edited by someone apparently expert in the matter. Thanks to this innovation, we were able to witness the qualifying laps of the likes of Senna, Prost, Piquet, Mansell and of course the two Ferraris in their entirety and as they happened. Drivers were no longer able to make up excuses for poor times, filmed as they were bend by bend. Each doubtful overtaking manoeuvre, each locked wheel, each slide was instantly transmitted to their pit-bound team. From a spectacle viewpoint, the coverage allowed us to admire Senna's famous flying starts and, believe me, the man is an artist.

Apart from that novelty, the Friday afternoon's timed practice session resembled many others. Piquet was ostensibly nervous, strapped into the cockpit of his Williams, his stomach involontarily in knots as time slipped by whilst mechanics got on with the job of changing the engine he had blown during the morning's untimed practice. He joined his colleagues out on the track 35 minutes late.

Senna was waiting behind the closed doors of the Lotus pits, belts clipped, gloves and helmet on, his eyes glued to the screen as he waited for someone to set a target time worthy of the name, his ears permanently in contact with the radios of Warr and Ducarouge. His Lotus was on blocks, wheel-less, the Goodyear qualification tyres warming in a corner of the garage. The Tarmac of the Imola circuit was still cold and pre-heating of rubber was indispensible. All the teams, whether Goodyear or Pirelli shod, had adopted the technique. All, that is, apart from McLaren. Piquet's time of 1m 26.202s was announced on the screen, the glove had been thrown down, enough to provoke a reaction from his fellow Brazilian. The Lotus 98T hurriedly left its pits. Only the team's timekeeper and lap board chief remained at the trackside, the rest huddled around the TV in the workshop. Peter Warr ordered the doors to be lowered to make the picture clearer. 1m 25.379s. The doors reopened, Black Beauty returned to its stable, the doors were lowered once more, de-briefing began.

Arnoux lost a potential third place when the Ligier's front left-hand wheel came loose.

Senna's rear right-hand wheel smokes as its bearing disintegrates; neither his Lotus nor Alboreto's Ferrari finished.

BERGER *"I OWE MY THIRD PLACE TO THE NUMBER OF RETIREMENTS CAUSED BY DRY TANKS"*

"You'll see," promised Ducarouge. *"With his second set of quallies he'll get down to around 1m 24.2s/1m 24.3s! Just now he was slowed a little by the traffic, he locked a wheel and got a gear change mixed up... "* *"He probably stopped a while at Tosa to eat a pizza,"* teased someone in an effort to compensate for what has become known as the 'Ducarouge coefficient'.

With two further pairs of warm tyres mounted on the Lotus, Senna was soon back on the track, the team back in front of the TV. This time, however, against a background clamour of multi-lingual ohs and ahs, Ayrton's style appeared less fluent, his trajectories off line, a number of slides recuperated in-extremis thanks more to the Brazilian's instinct than to any text book technique. 1m 25.05s. Ducarouge had lost his bet (mind you he'd only risked staking a cigarette) but Senna had put up a time which nobody else was going to approach for the rest of the weekend. Senna himself was convinced that he could do better and, once parked up in front of the Lotus garage, called over four mechanics, each sporting one of his four initial qualifying tyres. He quickly selected the two least worn tyres which he combined with the freshest of the tyres still fitted to the 98T. *"One never knows,"* he must have been thinking to himself as he returned to the circuit. But with a time of only 1M 27.359s, the lap was wasted.

Meanwhile, Piquet had put in 1m 25.890s, second fastest of the session. Nelson too had tried the trick of recuperating the least worn tyres from his two sets of quallies but, for him, the ruse had worked. However, thereafter convinced that he would be unable to get near Senna's time, he decided to call it a day. *"Unlike Renault, BMW and perhaps others, Honda do not have a special qualification spec engine. Bearing that in mind, I am perfectly happy with my time. Neither I nor the car are capable of going any faster unless the sun makes an appearance and heats up the track surface. Even then I would only be able*

During the night preceding the race, Ayrton Senna must surely have been dreaming, praying even that it was going to rain for the San Marino Grand Prix. In the wet, he would have a better chance of finishing the race with the allotted 195 litres of fuel. At about the time drivers made their tyre choices for the 60 lap race, the Brazilian star must have thought the heavens had heard him as drops of rain began to fall onto the Italian circuit. The shower became heavier during the formation lap only to disappear and make way for a brief spell of sunshine as cars lined up on the starting grid. Meanwhile, Brundle had shunted on the left which follows pit straight, causing damage to the rear right-hand corner of his 015. Once again, the British driver was forced to fall back on his spare car, the ageing 014. Hopefully we will be able to see the new Tyrrell in Monaco!

The start was given at precisely 14h30. Senna, out to impress Piquet, shot away. His efforts however were in vain, the Williams manifestly faster. As the cars showed at Tosa, Piquet led followed by Senna, Prost, Mansell, Rosberg and Alboreto, each jockeying for the best possible position for a race which most predicted to be little more than a waiting game. The unhappy Nannini had already disappeared as a result of a slight coming together of his Minardi with Laffite's Ligier.

When the initial rush had settled, it was soon clear that the leading drivers were out to take things easily, letting Piquet pull ahead, his Williams the best suited to this style of race. Indeed, his lead progressed from 1.97s after the first lap, to 3.91s after 2 laps and 5.53s after 3 laps of the 5.8 km circuit. It was an impressive showing which left Senna unable to react, the Lotus driver struggling to hold off the two McLarens of Prost and Rosberg. The French driver overtook as the three cars approached Tosa, ever so slightly baulking Senna in the manoeuvre which allowed Rosberg to get past. A lap later, the fifth, Rosberg decided to overtake his team-mate, anxious no doubt to keep in touch with the leading Williams. Once in second place, the Finn upped his turbo boost in an effort to close. The gap between him and Piquet steadily dropped from 6.35s to 5.77s after lap 9. Prost refused to be drawn into their little game, preferring to patiently bide his time and it wasn't very long before Rosberg realised that his charge was unlikely to have any immediate effect. He lowered boost, allowing Prost to catch up again, valuable fuel had been uselessly burnt up. Furthermore, Piquet himself began to slow, following the advice of his computer, but also because of his tyres. By lap 20, the three cars were running together.

Senna, after being overtaken by the McLarens, was unable to match their pace

10 LAPS

Piquet; 15m 26.998s. Rosberg; 15m 32.972s. Prost; 15m 33.688s. Senna; 15m 35.500s. Alboreto; 15m 38.396s. Arnoux; 15m 47.559s. Fabi; 15m 55.996s. Berger; 15m 58.363s. Laffite; 16m 02.760s. Johansson, 16m 04.171s. Patrese; 16m 05.739s. Boutsen; 16m 06.305s. Jones; 16m 06.776s. Surer; 16m 11.687s. De Angelis; 16m 16.039s. Brundle; 16m 28.189s. Ghinzani; 16m 34.032s. Streiff; 16m 36.912s. Palmer; 8 laps. De Cesaris; 7 laps. Danner; 6 laps.

and was soon relegated to around 8s behind the leader. Suddenly, on lap 11, a thick cloud of blue smoke appeared at the rear end of his car. What seemed at first to be a blown turbo or a punctured tyre transpired to be wheel bearing failure. The Brazilian headed immediately for his pits before officially retiring a lap later just as Dumfries had done three laps earlier for the same reason. The two Lotus drivers joined Tambay, Mansell and Laffite in the pits. Mansell's Honda engine had not been very healthy more or less from the outset whilst Laffite's retirement was apparently for a mysterious engine seizure.

As a result of these retirements, Alboreto found himself lying 4th after 12 laps, 10 seconds adrift of Piquet but with a safety margin of over 17 seconds over Fabi who was closely trailed by his Benetton team-mate, Berger. Johansson, even further behind, was at grips fending off Patrese's attacks. Ligier driver, Arnoux, had been 6th for quite a while, even inheriting 5th when Senna dropped out before a tyre change saw him fall to 12th after 13 laps. We left the leading trio on lap 20, bunched

20 LAPS

Piquet; 30m 54.225s. Rosberg; 30m 55.462s. Prost; 30m 56.181s. Alboreto; 31m 04.064s. Berger; 31m 24.950s. Fabi; 31m 26.521s. Johansson; 31m 43.392s. Arnoux; 31m 47.395s. Patrese; 31m 48.578s. Boutsen; 31m 54.204s. Surer; 31m 57.197s. Brundle; 19 laps. Streiff; 19 laps. Ghinzani; 19 laps. Palmer; 18 laps. Danner; 16 laps. Jones; 14 laps.

together within 2 seconds. Five laps later, Rosberg was pushing Piquet hard whilst, once more, Prost preferred to keep out of the fight, staying a few car-lengths behind. In the Williams pits, faces began to appear worried and instructions were given to the Brazilian driver to call in for fresh tyres. A shake of the head from Piquet indicated that he had no intention of stopping but on lap 29 he had no alternative. The tyre change was relatively long, 13.29s, and he regained the track in

In order to respect his race-plan, Prost passes Senna on lap 4, a manoeuvre which allows Rosberg to get through immediately afterwards.

Piquet leaves Mansell to his smoky fate.

third place, 26.53s behind the new leader, Keke Rosberg. Alboreto had already changed his Goodyears but the Italian team had carried out the change in only 8.44s and Alboreto was able to retain his fourth place, albeit just in front of Berger and a charging Arnoux who had fought his way through the field from 12th position after his tyre change to sixth. Only Patrese caused him any difficulty during his ascension, the Brabham driver holding good for four laps. Finally, on lap 33, the Ligier driver got the better of Berger to take fifth but he did not seem very much at ease.

Three laps earlier, as Prost caught up again with Rosberg, the French driver estimated that the moment had come to fit fresh rubber. The change took only 8.62s and he was able to maintain 2nd place as he rejoined the circuit, 24 seconds behind his team-mate although within striking distance of Nelson Piquet. But the shape of the race was about to change. During lap 33, Rosberg decided it was his turn to change tyres but, after spending 14.8 seconds at a standstill in his pits, his lead of 21.74s over Prost had been trans-

30 LAPS

Rosberg; 46m 08.649s. Prost; 46m 25.775s. Piquet, 46m 35.184s. Alboreto; 46m 51.445s. Berger; 47m 19.649s. Arnoux; 47m 21.471s. Patrese; 47m 26.453s. Fabi; 47m 28.168s. Johansson; 29 laps. Boutsen; 29 laps. Surer; 29 laps. Streiff; 28 laps. Brundle; 28 laps. Ghinzani; 28 laps. Palmer; 27 laps. Danner; 26 laps.

formed into second place, 9.61s adrift of his French team-mate and with only a 5s advantage over Piquet. It was Prost now who pulled away. His lead had increased to 10.07s on lap 41 to 16.90s two laps later. What was he doing? How was it possible all of a sudden to lap at about 2 seconds faster than his fellow McLaren driver? Were their two cars so different from each other? Or was it just a psychological tactic on the part of the reigning World Champion, a bluff aimed at dis-

40 LAPS

Prost; 1 hour 01m 36.955s. Rosberg; 1 hour 01m 48.183s. Piquet; 1 hour 02m 08.126s. Alboreto; 1 hour 02m 14.191s. Arnoux; 1 hour 02m 50.188s. Patrese; 1 hour 02m 52.027s. Johansson; 39 laps. Fabi; 39 laps. Berger; 39 laps. Boutsen; 39 laps. Surer; 39 laps. Streiff; 38 laps. Brundle; 38 laps. Ghinzani; 37 laps.

couraging his opponents from trying to get too near? Piquet too was unable to match the pace, losing roughly 3s a lap. It was a perfect opportunity for Alboreto to catch the leading trio and, after 44 laps, he had managed to make contact with Piquet. The crowds were going crazy, no doubt already imagining their hero in the top three, possibly race-winner if Prost continued at such a pace, toying with the threat of running out of petrol before the end of the race. In the opinions of most observers, the Frenchman was indeed playing a dangerous game. His lead had extend-

After passing Prost on lap 5, Rosberg wasted precious fuel in his vain attempt to match Piquet's pace. The straw that broke the Marlboro's back?

ed to 22.56s after 46 laps to a staggering 26.35s by lap 54. What on earth was he doing? Rosberg and Piquet had both thrown in the towel long ago, the Brazilian a further 14 seconds behind the Finn. Piquet even feared at one stage that Alboreto was going to pass him but finally the Ferrari driver's pressure never came to anything. On the contrary, on lap 50, he suddenly lost a lot of ground, losing about 1.5s a lap. At first it was thought that he was slowing in order to save petrol. After all, 5th placed Patrese was way back, Arnoux having retired, his JS27 stranded out on the circuit.

The pattern of the race had been one of waiting to see who drops out with what, animated by the mid-distance tyre changes. All that was missing were the inevitable end-of-race retirements as a result of the dry fuel tanks which everybody had been predicting for the fast Imola circuit. It was probably what was in Piquet's mind as he suddenly put the pressure on Rosberg. Six seconds behind the Finn after 55 laps, he was on the McLaren's tail just two laps later. At the same time, Alboreto pulled forlornly into his pits with turbo failure. Nelson's pressure either payed dividends or was superfluous. Just two laps from the finish, Rosberg parked his McLaren on the grass, its fuel tank as dry as a bone., the same fate that had just put an end to the hopes of Ghinzani, Patrese and Surer. One began to wonder if anybody was actually going to finish the

50 LAPS

Prost; 1 hour 16m 48.194s. Rosberg; 1 hour 17m 11.118s. Piquet; 1 hour 17m 25.185s. Alboreto; 1 hour 17m 30.206s. Patrese; 49 laps. Johansson; 49 laps. Berger; 49 laps. Boutsen; 48 laps. Surer; 48 laps. Brundle; 47 laps. Ghinzani; 46 laps.

race. Prost was still there, firmly in the lead, Piquet still had his foot down, Berger, Johansson, Boutsen, and Brundle were all doing their best to make it to the end. But that was all!

Suddenly, just as he was about to start his descent down to the Rivazza hairpin, Prost began to zigzag his car with all his might, the tell-tale signs that a driver is in the process of running out of petrol, trying to muster up the last remaining centilitres of the precious liquid. For once, the tactic proved successful. The McLaren accelerated briefly, enough in any case to give it enough momentum to cross the finish line, the motor already dead.

to gain a few hundredths of a second. Senna would still be in front. In any case, he is right to make hay whilst the sun shines. For the moment no one can get anywhere near him in qualifying. Our car is getting better and better, I am progressively adapting my style to the Williams and I have recently heard that Honda are working hard developing a qualification engine. It should be available by July, when F1 returns to Europe after the North American races. Until then, we will concentrate our efforts during practice on getting the car perfectly set up for the race, just like McLaren do. Pole position is of little significance on circuits like Imola. It's not up to me to judge, but I reckon that Lotus attach possibly too much importance on fastest practice times. Their time might be better spent looking at ways of reducing fuel consumption or improving braking, both crucial areas here at Imola."

Once more, consumption was a key factor in the tactical preparation for a Grand Prix. *"My retirement last year when I ran out of petrol is still very much in my mind,"* commented Senna. *"OK, I didn't have a very accurate onboard computer then but, nevertheless, one has still got to be careful. The Williams have an undoubted advantage, although that doesn't unduly worry me consumption-wise. Needless to say, though, I wouldn't mind if it rained tomorrow. That way everybody's rhythm would be reduced.*

Some teams exploited timed and untimed practice in an attempt to determine optimum pace and turbo pressure for their cars in order to be able to finish the race within FISA's fuel allowances.

PIQUET *"LOTUS ATTACH POSSIBLY TOO MUCH IMPORTANCE TO FASTEST PRACTICE TIMES"*

Arrows pronounced that their average lap time would be in the region of 1m 35s, Ligier announced 1m 33s/1M 34s but the others were more secretive. *"I prefer to wait and see what conditions are like for the warm-up lap before making a final decision,"* said Senna vaguely. The over-riding fuel consumption problem was so much in people's minds that Prost went as far as wondering why everyone had bothered to turn up for practice. *"Here we are trying to whittle away the seconds in order to get a good grid position. For what reason, for whom? Our starting positions will be of little importance here at Imola where overtaking opportunities are not rare. No, we are basically doing it for the sake of the spectators and our teams but we could so easily have just turned up on the Sunday morning. Thirty minutes would have been ample for setting up the chassis! During the race, I am confident that I will be able to match the pace of the best of them but it's going to be a question of biding my time. It's going to be very frustrating for all of us."*

Saturday's practice brought no significant modifications to the starting order. Senna's 10th pole position of his short career, and fourth on the trot, was confirmed but the Brazilian was one of the five drivers not to improve on their performance of the day before. The Friday pecking order was Senna, Piquet, Prost Alboreto; Senna Piquet, Mansell, Prost on the Saturday. It makes one wonder how much longer the Brazilian nation is going to dominate proceedings during practice, even if their monopoly of the highest step has (momentarily?) been broken. ■

Prost still doesn't fully realise that he has won.

Not a fairy-tale debut for the V6 Ford engined THL2 in the hands of Alan Jones.

A point at last for Brabham despite Patrese running out of petrol before the finish.

F1: SAN MARINO GRAND PRIX

GRID POS.	12	6	5	1	27	2	28	25	20	19	16	18	3	26	17	7	24	11	8	14	15	4	23	29	22	21
Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1	6	12	1	2	5	27	25	28	16	19	20	18	11	7	26	17	23	15	21	3	22	4	8	29	14	24
2	6	12	1	2	5	27	25	28	16	19	20	18	7	11	26	17	15	21	3	22	4	8	29	14	23	
3	6	12	1	2	27	25	28	16	19	20	18	7	26	11	17	15	21	3	8	4	29	5	14	23	22	
4	6	1	2	12	27	25	28	16	19	20	7	18	26	11	15	17	21	3	8	4	29	5	14	23	22	
5	6	2	1	12	27	25	28	19	16	20	7	26	18	11	15	17	21	3	8	4	29	5	14	23	22	
6	6	2	1	12	27	25	28	19	20	7	26	18	11	15	17	8	3	21	4	29	14	5	23	22	16	
7	6	2	1	12	27	25	19	28	20	7	26	18	15	11	17	8	3	21	4	29	14	5	23	22		
8	6	2	1	12	27	25	19	20	28	7	26	18	15	17	8	3	21	4	14	5	11	23	22	29		
9	6	2	1	12	27	25	19	20	28	26	7	18	15	17	8	3	21	4	14	23	22	5	11			
10	6	2	1	12	27	25	19	20	26	28	7	18	15	17	8	3	21	4	14	23	22					
11	6	2	1	12	27	25	19	20	26	28	7	15	18	17	8	3	21	4	14	23	22					
12	6	1	2	27	25	19	20	26	28	7	15	18	17	8	3	21	4	14	23	22	12					
13	6	2	1	27	19	20	26	28	7	15	18	25	17	8	3	4	21	14	23	22						
14	6	2	1	27	19	20	28	7	15	18	17	25	8	3	4	21	26	14	23	22						
15	6	2	1	27	19	20	28	7	18	25	17	8	3	4	21	14	23	22	15	26						
16	6	2	1	27	19	20	28	7	25	18	17	8	3	4	21	14	23	22	15							
17	6	2	1	27	19	20	28	7	25	18	17	8	3	4	21	14	22	23	15							
18	6	2	1	27	19	20	28	7	25	18	17	8	3	4	21	14	22	23	15							
19	6	2	1	27	20	19	28	7	25	18	17	8	3	4	21	14	22	23	15							
20	6	2	1	27	20	19	28	25	7	18	17	3	4	21	14	22	23	15	8							
21	6	2	1	27	20	19	25	7	18	17	28	3	4	21	14	22	15	23								
22	6	2	1	27	20	19	25	7	18	17	28	3	4	21	14	22	15									
23	6	2	1	27	20	25	19	7	18	17	28	3	4	21	14	22	15									
24	6	2	1	27	20	25	19	7	17	28	18	3	4	21	14	22	15									
25	6	2	1	27	20	25	19	7	17	28	18	3	4	21	14	22	15									
26	6	2	1	27	20	25	19	7	28	17	18	3	4	21	14	22	15									
27	6	2	1	27	20	25	19	7	28	18	17	3	21	4	14	22	15									
28	6	2	1	27	20	25	19	7	28	18	17	3	21	4	14	22	15									
29	2	1	6	27	20	25	19	7	28	18	17	3	21	4	14	22	15									
30	2	1	6	27	20	25	7	19	28	18	17	3	21	4	14	22										
31	2	1	6	27	20	25	7	19	28	18	17	3	21	4	14	22										
32	2	1	6	27	20	25	7	19	28	18	17	3	21	4	14	22										
33	1	2	6	27	25	20	7	19	28	18	17	3	21	4	14											
34	1	2	6	27	25	7	20	19	28	18	17	3	21	4	14											
35	1	2	6	27	25	7	20	19	28	18	17	3	21	4	14											
36	1	2	6	27	25	7	20	19	28	18	17	3	21	4	14											
37	1	2	6	27	25	7	19	20	28	18	17	3	21	4	14											
38	1	2	6	26	25	7	19	20	28	18	17	3	21	4	14											
39	1	2	6	27	25	7	28	19	20	18	17	3	21	4	14											
40	1	2	6	27	25	7	28	20	18	17	3	4	21	19												
41	1	2	6	27	25	7	28	20	18	17	3	4	21													
42	1	2	6	27	25	7	28	20	18	17	3	21	4													
43	1	2	6	27	25	7	28	20	18	17	3	21														
44	1	2	6	27	25	7	28	20	18	17	3	21														
45	1	2	6	27	25	7	28	20	18	17	3	21														
46	1	2	6	27	25	7	28	20	18	17	3	21														
47	1	2	6	27	7	28	20	18	17	3	21	25														
48	1	2	6	27	7	28	20	18	17	3	21															
49	1	2	6	27	7	28	20	18	17	3	21															
50	1	2	6	27	7	28	20	18	17	3	21															
51	1	2	6	27	7	28	20	18	17	3	21															
52	1	2	6	27	7	28	20	18	17	3																
53	1	2	6	27	7	28	20	18	17	3	21															
54	1	2	6	27	7	20	28	18	17	3																
55	1	2	6	27	7	20	28	18	17	3																
56	1	2	6	27	7	20	28	18	17	3																
57	1	2	6	7	20	28	18	17	3	27																
58	1	2	6	7	20	28	18	3	17																	
59	1	6	20	28	2	7																				
60	1	6																								

■ Starting grid position
□ On leader's lap
▨ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

RETIREMENTS

Lap 1: **Nannini,** accident with Laffite.
Lap 6: **Tambay,** engine.
Lap 8: **Rothengatter,** turbo.
Lap 9: **Mansell,** engine; **Dumfries:** rear right wheel bearing.
Lap 12: **Senna,** rear right wheel bearing.
Lap 15: **Laffite,** engine.
Lap 20: **De Angelis,** engine.
Lap 21: **De Cesaris,** engine.
Lap 29: **Jones,** overheating engine.
Lap 32: **Danner,** electrics.
Lap 39: **Palmer,** brakes.
Lap 40: **Fabi,** exhaust.
Lap 42: **Streiff,** gearbox and turbo.
Lap 47: **Arnoux,** lost front left wheel.
Lap 53: **Ghinzani,** ran out of fuel.
Lap 57: **Alboreto,** turbo.
Lap 58: **Surer,** ran out of fuel.
Lap 59: **Rosberg,** ran out of fuel; **Patrese,** ran out of fuel.

AUTODROMO DINO FERRARI, IMOLA

5.040 kilometres
3.132 miles

SAN MARINO GRAND PRIX

Third round of the 1986 F1 World Championship.
Date: April 27, 1986.
Circuit: Imola.
Track length: 5.040 km/3.132 miles.
Race Distance: 60 laps or 302.4 km/187.9 miles.
Weather: Overcast with light wind.
Attendance: 200,000 over the three days, 100,000 for race day.
Qualifying: 26. **Qualified:** 26. **Starters:** 26. **Finishers:** 10. **Classified:** 10.

FOR THE RECORD

• New chassis for Ferrari and Williams • First GP for Rothengatter with Zakspeed • First race for the Ford V6 Turbo • Third pole position for Senna in three races. • First 1986 victory for Prost • First 1986 points for Johansson and Ferrari, Patrese and Brabham • Tyrrell with their first Renault V6DP engine.

THEIR FASTEST LAPS

Piquet	1m 28.667s	Laffite	1m 33.223s
Berger	1m 29.141s	Palmer	1m 33.406s
Prost	1m 29.464s	Boutsen	1m 33.435s
Rosberg	1m 29.652s	Surer	1m 33.565s
Alboreto	1m 30.316s	Brundle	1m 34.022s
Johansson	1m 30.768s	De Cesaris	1m 34.134s
Arnoux	1m 31.435s	Tambay	1m 34.321s
Patrese	1m 31.842s	Dumfries	1m 34.540s
Senna	1m 31.999s	Danner	1m 34.558s
Mansell	1m 32.145s	Streiff	1m 34.811s
Fabi	1m 32.246s	Ghinzani	1m 35.748s
De Angelis	1m 32.544s	Rothengatter	1m 36.263s
Jones	1m 32.615s		

PREVIOUS WINNERS

(Last five editions)
1985: **De Angelis** (Lotus Renault 97T)
1984: **Prost** (McLaren TAG MP4-2)
1983: **Tambay** (Ferrari 125 C2B)
1982: **Pironi** (Ferrari 126 C2)
1981: **Piquet** (Brabham BT 49C)

STARTING GRID

Senna Lotus Renault 98T 1m 25.050s	Piquet Williams Honda FW11 1m 25.569s
Mansell Williams Honda FW11 1m 26.159s	Prost McLaren TAG Porsche MP4-2C 1m 26.176s
Alboreto Ferrari F1/86 1m 26.263s	Rosberg McLaren TAG Porsche MP4-2C 1m 26.385s
Johansson Ferrari F1/86 1m 27.009s	Arnoux Ligier Renault JS27 1m 27.403s
Berger Benetton BMW B186 1m 27.444s	Fabi Benetton BMW B186 1m 27.538s
Tambay Lola Hart THL1 1m 27.860s	Boutsen Arrows BMW A8 1m 28.022s
Brundle Tyrrell Renault 014 1m 28.329s	Laffite Ligier Renault JS27 1m 28.389s
Surer Arrows BMW A8 1m 28.637s	Patrese Brabham BMW BT55 1m 28.828s
Dumfries Lotus Renault 98T 1m 29.244s	Nannini Minardi M185B 1m 29.244s
De Angelis Brabham BMW BT55 1m 29.713s	Palmer Zakspeed 861 1m 30.024s
Jones Lola Ford THL2 1m 30.087s	Streiff Tyrrell Renault 014 1m 30.123s
De Cesaris Minardi M185B 1m 30.131s	Rothengatter Zakspeed 861 1m 31.953s
Danner Osella FA1-G 1m 33.806s	Ghinzani Osella FA1-G 1m 34.461s

PIT STOPS

Lap 3: **Mansell,** to check engine.
Lap 6: **Mansell,** to check engine.
Lap 13: **Arnoux,** fresh tyres.
Lap 15: **Jones,** change holed water radiator and gear linkage; **De Angelis.**
Lap 17: **De Cesaris,** to check engine.
Lap 21: **Johnasson,** fresh tyres.
Lap 22: **Fabi,** fresh tyres.
Lap 24: **Boutsen,** fresh tyres.
Lap 26: **Surer** and **Alboreto,** fresh tyres.
Lap 27: **Streiff,** fresh tyres.
Lap 29: **Berger,** fresh tyres and to change helmet visor; **Piquet,** fresh tyres.
Lap 30: **Prost,** fresh tyres.
Lap 33: **Rosberg,** fresh tyres.
Lap 40: **Ghinzani,** fresh tyres.

FINAL RESULTS

1. Prost (McLaren MP4-2C) 60 laps or 302.400 km / 187.90 miles in 1 hour 32m 28.408s at an average speed of 196.208 kph / 122.63 mph.
2. Piquet (Williams Honda FW11) 1 hour 32m 36.053s.
3. Berger (Benetton BMW B186) 59 laps.
4. Johansson (Ferrari F1/86) 59 laps.
5. Rosberg (McLaren MP4-2C) 58 laps.
6. Patrese (Brabham BMW BT55) 58 laps.
7. Boutsen (Arrows BMW A8) 58 laps.
8. Brundle (Tyrrell Renault 014) 58 laps.
9. Surer (Arrows BMW A8) 57 laps.
10. Alboreto (Ferrari F1/86) 56 laps.
Track Lap Record: Piquet (Williams Honda FW11) 1m 28.667s at an average speed of 204.631 kph / 127.894 mph (lap 57).

SUCCESSIVE LEADERS

Laps 1-28: **Piquet.**
Laps 29-32: **Rosberg.**
Laps 33-60: **Prost.**

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Spain and San Marino)

1. Senna	6	+	9	+	0	= 15
Piquet	9	+	6	+	0	= 15
3. Prost	0	+	4	+	9	= 13
4. Mansell	0	+	6	+	0	= 6
Berger	1	+	1	+	4	= 6
6. Rosberg	0	+	3	+	2	= 5
7. Laffite	4	+	0	+	0	= 4
8. Arnoux	3	+	0	+	0	= 3
Johansson	0	+	0	+	3	= 3
10. Brundle	2	+	0	+	0	= 2
Fabi	0	+	2	+	0	= 2
12. Patrese	0	+	0	+	1	= 1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Spain and San Marino)

1. Williams	9	+	6	+	6	= 21
2. McLaren	0	+	7	+	11	= 18
3. Lotus	6	+	9	+	0	= 15
4. Benetton	1	+	3	+	4	= 8
5. Ligier	7	+	0	+	0	= 7
6. Ferrari	0	+	0	+	3	= 3
7. Tyrrell	2	+	0	+	0	= 2
8. Brabham	0	+	0	+	1	= 1

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Prost	McLaren International	McLaren TAG MP4-2C/3 (T: 2C/1)	1m 26.273s	1m 26.176s
2. Rosberg	McLaren International	McLaren TAG MP4-2C/2	1m 26.956s	1m 26.385s
3. Brundle	Tyrrell Ltd	Tyrrell Renault 015/1 (T: 014/4)	1m 29.587s	1m 28.329s
4. Streiff	Tyrrell Ltd	Tyrrell Renault 014/2	1m 30.123s	1m 32.358s
5. Mansell	Williams GP Ltd	Williams Honda FW 11/04	1m 26.752s	1m 26.159s
6. Piquet	Williams GP Ltd	Williams Honda FW 11/03	1m 25.890s	1m 25.589s
7. Patrese	Olivetti Brabham	Brabham BMW BT55/1 (T: BT55/2)	1m 30.341s	1m 28.828s
8. De Angelis	Olivetti Brabham	Brabham BMW BT 55/3	1m 30.881s	1m 29.713s
11. Dumfries	John Player Team Lotus	Lotus Renault JPS 98T/2 (T: 98T/1)	1m 29.244s	1m 29.607s
12. Senna	John Player Team Lotus	Lotus Renault JPS 98T/3	1m 25.050s	1m 25.286s
14. Palmer	Zakspeed Formula Racing	Zakspeed 861/2	1m 33.352s	1m 30.024s
15. Jones	FORCE Lola	Lola Ford THL2/001 (T: THL 2/002)	1m 30.087s	1m 30.517s
16. Tambay	FORCE Lola	Lola Hart THL1/001 (T: THL 1/002)	1m 29.665s	1m 27.860s
17. Surer	Arrows Racing Team Ltd	Arrows BMW A8/2 (T: A8/6)	1m 30.156s	1m 28.637s
18. Boutsen	Arrows Racing Team Ltd	Arrows BMW A8/4	1m 29.931s	1m 28.022s
19. Fabi T.	Benetton Formula Ltd	Benetton BMW B186/03 (T: B186/01	1m 29.328s	1m 27.538s
20. Berger	Benetton Formula Ltd	Benetton BMW B186/02	1m 28.559s	1m 27.444s
21. Ghinzani	Osella Squadra Corse	Osella Alfa FA1G/85/01	1m 34.461s	—
22. Danner	Osella Squadra Corse	Osella Alfa FA1G/85/02	1m 37.485s	1m 33.806s
23. De Cesaris	Minardi Team Spa	Minardi M 185B/002 (T: M185B/004)	1m 30.956s	1m 30.131s
24. Nannini	Minardi Team Spa	Minardi M185B/001	1m 29.985s	1m 29.244s
25. Arnoux	Ligier Sport	Ligier Renault JS27/02 (T: JS27/03)	1m 28.362s	1m 27.403s
26. Laffite	Ligier Sport	Ligier Renault JS27/01	1m 28.411s	1m 28.389s
27. Alboreto	Ferrari Spa	Ferrari/F1-86/088 (T: F1-86/089)	1m 26.428s	1m 26.263s
28. Johansson	Ferrari Spa	Ferrari/F1-86/090	1m 27.497s	1m 27.009s
29. Rothengatter	Zakspeed Formula Racing	Zakspeed 861/1	1m 40.903s	1m 31.953s

NANNINI MUST HAVE REALISED AT ONCE THAT ALL HIS CHANCES HAD VANISHED, AFTER THE FIRST LAP

JOHANSSON STILL OUT OF LUCK BUT FERRARI SAVE FACE THANKS TO ALBORETO, IN THE POINTS FOR THE FIRST TIME

Imola

Renault DP:
Dry Paint?

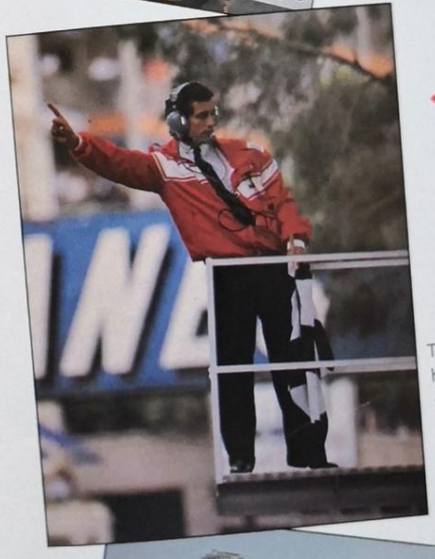
De Cesaris yellow flagged into the pits.

Back in a sec...
... Just off for a quick game of soccer.

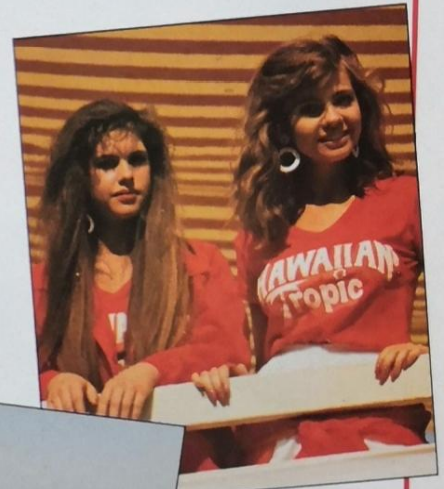
Hoping for a fine drive.

"We'll be using softer rubber for the race."

Monaco



Taxis are hard to come by, even for Ickx.



Smiles from the ladies.

'Boat People' takes on a different meaning in Monaco.

PROST KEEPS HIS PROMISE

AFTER FIRST PRACTICE ON THE THURSDAY BEFORE THE RACE, ALAIN PROST PROMISED THAT HE WAS GOING TO OBTAIN POLE-POSITION TIME. BEFORE THE RACE, THE FRENCHMAN PROMISED THAT HE WAS GOING TO WIN THE MONACO GRAND PRIX. AT THE END OF THE LAST SEASON, HE PROMISED US THAT HE WAS GOING TO WIN THE TITLE FOR THE SECOND TIME IN 1986. TWO OF THOSE PROMISES WHERE KEPT WHILST, BY WINNING AT MONACO, PROST IS NOW IN A VERY STRONG POSITION TO TAKE THE CROWN AT THE END OF THE YEAR.

by Bob Harrap

TEAM BY TEAM

After the high average speed of the Imola GP, teams adopted shorter gear ratios and bigger wings for the slower Monaco circuit. Despite the short lapse of time between the two races, a number of changes are to be noted.

LOLA FORD

CHASSIS	DRIVER
THL-2/003	Tambay
THL-2/002	Jones
THL-2/001	Spare

The Lola Haas team had six of the new Ford turbo engines available which meant that, at last, Tambay had the chance to race one. It had been hoped to have two chassis for both Jones and Tambay but only three were finally present in Monaco.

TYRRELL

CHASSIS	DRIVER
015/01	Brundle
015/02	Streiff
014/03	Spare

A new 015 was available for Streiff and the Tyrrells, like the Lotus and Ligier cars, were using Renault DP power with the dromedary intake manifolds.

WILLIAMS

CHASSIS	DRIVER
FW11/4 and 3	Piquet
FW11/2 and 1	Mansell

Four FW11s were at Monaco.

FERRARI

CHASSIS	DRIVER
F1-86/088	Alboreto
F1-86/091	Johansson
F1-86/089 and 092	Spares

Four cars similarly for the Italian team, the 092 a new chassis.

BRABHAM

CHASSIS	DRIVER
BT55/5	De Angelis
BT55/4	Patrese
BT55/3	Spare

For the third time in four GPs, a substantially modified BT55 was being tried although Patrese and De Angelis appeared particularly pleased with the latest version. *"I've never worked so hard in my life,"* admitted a haggard looking Gordon Murray. *"once again we've run out of time and had to finish off the car in the paddocks without being able to measure the value of the work we've done."* The major part of their efforts had gone into getting more weight over the wheels as well as reducing working temperatures, the principal changes concerning the intercooler, water radiator, turbo, exhaust, etc., which have all been moved 150mm towards the rear of the car. A new chassis was available for De Angelis.

A regular drive from Tambay now with Ford power but his accident on Lap 68 could have had worse consequences.

ZAKSPEED

A new lighter shell for Palmer. Ten kilos have been shed and weight distribution in general has been revised. Carbon brakes make an appearance and the engine has also been slightly revised. New chassis number; ZAK-86/4.

OSELLA

Although he didn't manage to qualify with it, Danner was using the latest FA1-H/1 Osella whereas Ghinzani was using a modified Alfa V8 engine which now features electronic injection. Unfortunately, he didn't qualify either.

ANALYSIS
THIRD MONACO FOR PROST

After his victories in 1984, when he was saved by the bell after Ickx stopped the race because of heavy rain just as Senna was closing in fast, and in 1985, when Alboreto's efforts with the Ferrari were thwarted by mechanical problems, Alain Prost's win in Monaco this year was a no-nonsence affair which makes him a worthy successor to Graham Hill, another specialist at the Principality. In fact, the last time anyone took three wins in a row at the Principality was indeed Hill in the days of the BRM which won in '63, '64 and '65.

After dominating proceedings during practice, Prost was also able to control the race more or less in its entirety thanks, it is true to say, to the characteristics of his McLaren which is particularly suited to the twisty circuit. Ironically, before practice got underway, Prost maintained that he didn't like street circuits and that Senna should have no difficulty in taking his Lotus to its second win of the season... *"We have changed absolutely nothing on the car since Imola,"* he explained. *"Although McLaren won the constructors' title last year, the chassis was not perfect. This season's car is a direct evolution of the '85 version but we have been able to resolve certain weaknesses. Power is more efficiently transmitted to the track and the rear is less brutal than before. More importantly though, the engine's characteristics have changed for the better both as far as power and smoothness are concerned. For Monaco, I was free to rev to 11,500/12,000 rpm although I didn't exploit that possibility, preferring to put the Porsche's torque to maximum use which has the advantage of putting less strain on the engine and the tyres."*

ROSBERG: "THERE WAS ABSOLUTELY NOTHING I COULD DO TO CATCH PROST"

If that is true, then why did we have to wait until Imola before McLaren's act finally came together? *"Purely and simply because we weren't as ready as the Williams-Hondas,"* admitted Prost. *"Despite the fact that we managed to get in a great many laps during the close-season, we got a bit behind in our development programme. Today we are all feeling optimistic. After showing that our cars are quite at ease on slow, twisty circuits like Monaco, I think we should be even better on the faster circuits that we'll be racing on from now on..."*

Let's hope that Alain's optimism does not purely stem from the sole performance of the McLaren's at Monaco where consumption is not a problem and where a good position on the grid is of extreme importance. In Belgium, the conditions will once again be favourable to Williams and Lotus but it is true that the one-two result of the Marlboro team in Monte Carlo does mean that Prost is back in the Championship race and the British cars have not been outdistanced by the Williams in the first part of the season as was first feared after Rio.

During the Monaco GP, some observers were wondering whether the fact that Rosberg began to gain on Prost only to stay at a respectable distance was a result of team tactics. *"I don't think that Keke would have been able to get past given the lead I had over him,"* was the Frenchman's reply. *"But in answer to your question, there is no particular team policy at McLaren and there won't be either for the rest of the season unless one of us is in a particularly favourable position for the Championship towards the end of the year. You were able to judge for yourselves in 1985 that there were no team-tactics between myself and Niki. There are occasions when a gentleman's agreement is concluded between myself and my team mates but that is our own affair."*

The new chicane actually overhangs the sea. Here, Rosberg makes an optimistic attempt to catch his fellow McLaren driver.

Despite being fastest on the first three timed and untimed practice sessions, Senna could do nothing to match the pace of the McLarens during the race.

Rosberg's analysis of the race underlined that Prost was unbeatable on the day. *"There was absolutely nothing I could do to catch him,* he pointed out. *"I did try, at a time when I was only ten or eleven seconds behind but my attempt was in vain. Alain immediately quickened his pace which meant that I was wearing my tyres out for no reason. Besides, a McLaren one-two is a perfectly good result and to finish second came as a pleasant surprise to me. It's a shame that things turned out otherwise at Imola."*

SENNA: "I THOUGHT THAT THE LOTUS WAS ON EVEN TERMS WITH THE MCLARENS. IT WASN'T"

Another surprise was Senna's inability to make his mark on practice and on the race. On paper, the Brazilian driver and his machine seemed a perfect combination for the Monaco circuit but, as it turned out, the Lotus star was never a threat to Prost. *"I knew that Ayrton wasn't planning to change his tyres during the race,"* underlined the McLaren driver, *"but I was convinced that he was going to have to do so at some time or another. For that reason, I wasn't particularly worried about him taking the lead when I stopped. The thing was, though, when I caught up with him he was making me lose about two seconds a lap and I knew that Keke was closing."*

Senna on the other hand, seemed to be happy to finish third but at the same time, he appeared disappointed that his Lotus wasn't at its best on the day. *"Before the race, I thought that the Lotus was on more or less even terms with the McLarens. It wasn't. My brakes were inconsistant, locking at times without warning, and my engine lacked power out of the corners. The car was difficult to drive and the rhythm was difficult to maintain. I was physically exhausted afterwards. At one point of the race, I even got my trajectory wrong at Mirabeau and lost control of the car for about ten metres which scared me. I soon realised that the only way I could win was if Rosberg tried to catch Prost, causing them to make silly mistakes or ask too much of their mechanicals. That didn't happen and I finished third. It's better than nothing."*

There was nothing really to celebrate in the Williams pits afterwards. *"My main problem was the engine,"* explained fourth-placed Mansell. *"It simply lacked power. At one stage, I was in a position to have a go at Senna but to get by would have meant taking risks and I couldn't see very clearly because of oil being thrown up from his engine."* Piquet wasn't very happy with his engine either and the Brazilian was further handicapped when second and third gears kept jumping. *"I too could do no better than just do my best and hope that some of the front-runners drop out with mechanical problems. Perhaps I should have changed tyres earlier to get past Laffite."* Laffite and Arnoux both put in fine performances at Monaco and it would have been interesting to see where they would have finished had they not started so far down the grid. Ligier himself was pleased with the result. *"We've come away with a few points and that's always a good thing. It's just a shame we didn't score any at Jerez or Imola. Anyway, we have proved that the JS27 is reliable, the engine stood up OK and the tyres were faultless. I think we should do well at Spa but, in order to, it will be vital to be better placed at the start."*

THURSDAY'S PRACTICE

Principal topic of conversation as everybody started to arrive on the Thursday morning was the modified chicane which the Automobile Club de Monaco (ACM) has built in an attempt to reduce speeds as drivers come out of the Loews tunnel and down towards the portside. At the same time, the escape road at that point, which came into its own on a number of occasions during practice, has been considerably extended. Initial reaction amongst drivers was that the braking zone between the tunnel and the chicane would be an ideal overtaking opportunity but, after a few laps, they quickly realised that this wasn't the case. *"I must say it's very tempting to try and overtake there,"* admitted Laffite, *"but it's not all that easy because of the camber on the track as you come out of the tunnel."*

The character of the Gasometer hairpin has also been changed as a result of tunnelling activities which are being carried out nearby. The nasty rise has been eliminated and drivers can now take the bend in second gear instead of first. Consequently, speeds along the start/finish straight are higher which makes for increased overtaking chances as cars brake for Sainte Devote although the possibility of shunting there is also higher. *"Although I don't generally like racing on artificial street circuits with today's F1 cars, I must say that the ACM has made an effort,"* added Laffite.

Indeed, very few drivers actually admit to liking the Monaco circuit but, secretly, they all hanker for victory there because of the prestige and glory that goes with it. But at least the problem of fuel consumption doesn't rear its ugly head in Monte Carlo. The usual 195 litres allocated to each car are sufficient and, for once, power can be fully exploited and drivers can get on with the job of racing without the overbearing risk of running out of petrol, the cars' electronics set to favour healthy acceleration from low engine-speeds. Here there is no point in setting up engines to give 1,000+ bhp, it being preferable to limit oneself to 850/900 bhp which can be fully exploited yet sparing tyres and reducing turbo-lag.

"PIQUET HAD ALSO REPAINTED THE TRACK IN MOBIL COLOURS"

On paper, the Renault DP powered cars appeared to have the edge at Monaco. Senna, but also Laffite and Arnoux had the possibility of revving up to 1,500 rpm higher than the rest, an undeniable advantage when it comes to selecting an appropriate gear for certain of the Principality's corners which have other drivers sometimes floundering between two gears. It was no surprise, then, to learn that Senna had set fastest time after only five minutes of practice. With relatively hard rubber, he set a 1m 25.222s after only two laps and 1m 25.229 three laps later.

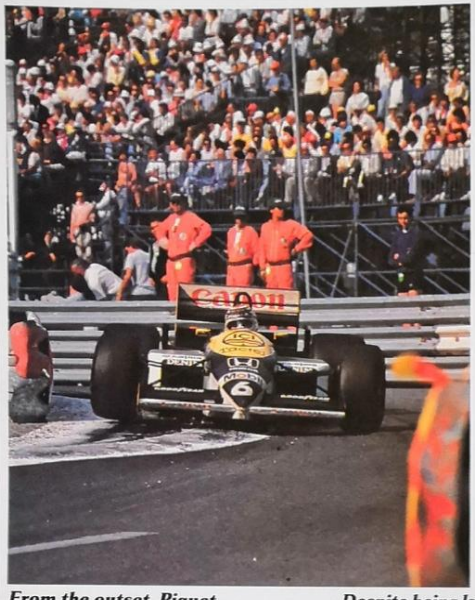
The Brazilian's Lotus was also credited with the fastest time out of the tunnel at 285.790 kph/178.619 mph and was only 3 kph slower than the fastest across the start/finish line (a good indication as to acceleration). Fastest was none other than his team mate, Dumfries.

Senna knew that he could do better, much better, if he could get in a run without all the inevitable traffic, always a problem at Monaco but it's the same thing for everybody. The problem was even more apparent on the first day of qualifying when nearly everbody attempted to put in their fastest time during the closing minutes of official practice after the session had been suspended on two occasions during the afternoon. The first break was to get Streiff's Tyrrell out of the tunnel where it had come to a halt with a seized gearbox. After that, although the organisers did not officially suspend practice, most drivers preferred to stay in the pits after the Hondas lost all their oil on the track.

It hadn't been a very good day for the Japanese engines. Mansell set the trend

Mansell was not perfectly happy with his Honda engine, a lack of power handicapping him throughout.

Patrese's performance demonstrated the potential of the latest version of the BT55.



From the outset, Piquet looked ill at ease on the Monaco circuit.

Despite being last off the grid, Laffite bagged his third point of the season.

Brundle lay 7th with the Tyrrell 015 until his tangle with Tambay.

After working until 8 o'clock in the morning of race day, the Ligier mechanics managed to patch up Arnoux' JS27. Laffite's car, however, had developed a water leak and the Frenchman was forced to start with the spare car, as was Patrick Tambay after an oil leak was detected on his Lola.

The start was given at 15h30. Everybody seemed to be paying special attention and Senna appeared to do his utmost to avoid a tangle with Mansell at the first corner. Prost made the most of his pole-position and was already clear as he passed through Sainte Devote. From thereon, barring mechanical problems, nothing looked like stopping the World Champion. Senna and Mansell were next through,

10 LAPS

1. Prost: 15m 03.972s. 2. Senna: 15m 09.339s. 3. Mansell: 15m 10.529s. 4. Alboreto: 15m 12.644s. 5. Rosberg: 15m 12.906s. 6. Patrese: 15m 21.404s. 7. Berger: 15m 22.485s. 8. Brundle: 15m 24.523s. 9. Tambay: 15m 24.879s. 10. Piquet: 15m 25.834s. 11. Arnoux: 15m 26.240s. 12. Johansson: 15m 39.145s. 13. Boutsen: 15m 41.736s. 14. Laffite: 15m 41.971s. 15. Surer: 15m 49.817s. 16. De Angelis: 15m 51.109s. 17. Palmer: 16m 19.566s. 18. Streiff: 16m 20.285s. 19. Fabi: 5 laps.

followed by Alboreto, Rosberg, Berger, Patrese, Brundle, etc. Happily there were none of the traditional accidents at the first corner but Jones and Streiff came together at Tabac on lap 3, both cars hitting the rails. Jones was forced to retire on the spot but the Tyrrell driver was able to continue, albeit with some damage to the rear left corner of his 015 and he was to suffer with brake problems for the rest of the race.

Slowly but surely, Prost pulled away. His lead over Senna went from 0.92s after the first lap to 1.34s after the second, 2.21s after the third and 2.94s after the fourth. Meanwhile, the Brazilian was unable to shake off Mansell. It came as a bit of a surprise to find Alboreto in fourth place although he was visibly having to work hard as Rosberg steadily caught him. Happy to tuck in behind for a few laps, the Finn finally decided to pass the Ferrari at Sainte Devote. Patrese had already passed Berger at the same spot six laps previously, whereas Arnoux had got the better of Boutsen on lap 5 and Piquet on lap 13 in a determined climb up through the field, the Frenchman eventually getting the better of Tambay on lap 18 to snatch 9th place. The other Ligier driver, Jaques Laffite was also putting up a fine display and, by the end of the same lap, had climbed from last on the grid to 12th place!

Prost was still comfortably in the lead and the gap between him and Senna had widened to 9.45s, the Lotus driver's margin over Mansell being only 3s. The Briton's pace had increased as Rosberg started to close quite alarmingly, setting new lap record after new lap record. He eventually passed the Williams driver on lap 26. The two McLarens were now in first and third. Alboreto, 34s adrift, was still there ahead of the inseparable Patrese and Berger, Arnoux was 7th, 54s behind the leader, whilst Brundle, Tambay, Piquet and Laffite were at each others' tailends, the four being slowed by Palmer who, despite not

30 LAPS

1. Prost: 44m 30.651s. 2. Senna: 44m 45.193s. 3. Rosberg: 44m 45.477s. 4. Alboreto: 45m 07.364s. 5. Mansell: 45m 20.788s. 6. Patrese: 45m 26.791s. 7. Berger: 45m 26.998s. 8. Arnoux: 45m 27.611s. 9. Brundle: 45m 40.729s. 10. Tambay: 45m 41.719s. 11. Piquet: 45m 44.622s. 12. Laffite: 45m 46.974s. 13. Johansson: 29 laps. 14. Boutsen: 29 laps. 15. Surer: 29 laps. 16. Palmer: 29 laps. 17. Streiff: 28 laps. 18. De Angelis: 23 laps.

being on the same lap, did not appear to want to let them through.

On lap 28, Mansell was first driver to call in at his pits to fit fresh rubber, losing fourth place to Alboreto in the process. Three laps later, it was Rosberg's turn, the Finn rejoining the race between Alboreto and Mansell. At the end of the 32nd lap, Prost led, 13.46s in front of Senna, 36.80s ahead of Alboreto and 39.30s ahead of Rosberg. Arnoux was in sixth position after passing Brundle on lap 23 and Berger 8 laps later. The Ligier driver inherited sixth place from Patrese when the Italian made a relatively lengthy halt at his pits. Prost stopped to change tyres on lap 35, the McLaren mechanics, despite the fact that Prost was sure to lose his lead in the process, calmly doing the swap in just 9 seconds. Senna knew perfectly well, however, that his lead was now very fragile since he was the only leading driver not to have changed rubber. Prost returned to the circuit 5.55s behind the Lotus, a gap he allowed to increase to 6.56s by the end of lap 38. Thereafter, he closed in on Senna at a determined pace. After 39 laps, the difference between the two was down to 4.29s and, a lap later, was only 0.94s.

50 LAPS

1. Prost: 1h 14m 25.736s. 2. Rosberg: 1h 14m 39.287s. 3. Senna: 1h 14m 57.403s. 4. Mansell: 1h 15m 04.006s. 5. Arnoux: 1h 15m 20.351s. 6. Laffite: 1h 15m 38.376s. 7. Piquet: 1h 15m 38.604s. 8. Brundle: 49 laps. 9. Tambay: 49 laps. 10. Johansson: 49 laps. 11. Boutsen: 48 laps. 12. Surer: 48 laps. 13. Palmer: 48 laps. 14. Streiff: 48 laps.

Prost made a first attempt to retake the lead at Sainte Devote but was blocked by Senna and the Frenchman tucked his McLaren in behind the black and gold car. His patience soon paid dividends as the Brazilian driver took to his pits at the end of the 42nd lap to change tyres.

Rosberg, meanwhile, had not taken long in getting the better of Alboreto for the second time in the race, and as a result of Senna's stop now found himself in second. Alboreto didn't get round to changing his Michelins when his left turbo blew on lap 39. It was the same breakdown that had put an end to his race at Imola. Prost, then, led Rosberg by 11.59s, Senna by 18.43s and Mansell by 22.07s. Arnoux completed the top five, 36.11s adrift of Prost and that's basically how things stayed until the finish although Prost, no doubt feeling a bit threatened by his team mate Rosberg, did not slow his pace and even continued to pull away. Rosberg admitted afterwards that he had nurtured hopes at one stage of catching the Frenchman but Prost's answer came in the shape of a new lap record, before setting the absolute fastest lap of the day on lap 51 even though the pressure was already off him at that time.

Our attention turned to the battles that were being fiercely fought out between Piquet, Laffite, Brundle and Tambay. The duel between the Ligier and Williams drivers had begun on lap 37 when the two were lying respectively 8th and 9th. Laffite was in particularly agressive form and managed to get the better of Piquet on lap 50. It should be pointed out that the Williams' gearbox was not in the best of health and its tyres were beginning to suffer. Indeed, the Brazilian called in for fresh rubber a lap later.

Brundle and Tambay had been at it hammer and tongs since the 23rd lap before the Lola driver decided to change tyres on lap 33. After having passed Piquet six laps later, the French driver was soon behind Brundle again. On lap 68, however, their tussle came to a rather abrupt end, the consequences of which could have been far worse. Impatient to get through, Tambay made a possibly over optimistic attack on the Tyrrell driver on the inside at Mirabeau. Brundle kept to his ideal line and the Lola's front left corner mounted the rear end of the British driver's car. The Team Hass car took off and went into an end-over-end roll finishing, happily, on its wheels. If the Lola had landed just a few metres further on, it would have ended up on the low, supposed security rails! Tambay can count himself lucky in that he escaped with a slightly hurting hip. The Tyrrell's steering was damaged in the incident and Brundle's race came to an end soon afterwards.

70 LAPS

1. Prost: 1h 43m 45.182s. 2. Rosberg: 1h 44m 06.806s. 3. Senna: 1h 44m 28.460s. 4. Mansell: 1h 44m 52.164s. 5. Arnoux: 69 laps. 6. Laffite: 69 laps. 7. Piquet: 69 laps. 8. Boutsen: 68 laps. 9. Brundle: 67 laps. 10. Tambay: 67 laps. 11. Surer: 67 laps. 12. Johansson: 67 laps. 13. Streiff: 67 laps. 14. Palmer: 66 laps.

There were none of the usual shunts at Sainte Devote as Prost pulls ahead of Senna.

during the morning's untimed practice when his engine blew. The offending unit was changed in time for the afternoon but, after putting in at least one decent time, the British driver suddenly felt his engine go again. He headed back to the pits in the hope of jumping into the spare car only to learn that Piquet had also just repainted the track in Mobil colours and was already strapped into the spare. The Brazilian's privilege didn't last long, however, and after two flying laps and a modest 13th fastest time the Williams team's last V6 expired as a creamy grey mixture of oil and water escaped from the block.

"A problem?" we asked engineer, Frank Dernie.

"A few injection and electronic problems," came the nonchalant reply.

"Engines good," pointed out one of the ever smiling Japanese technicians.

"IT CAME AS A SURPRISE TO LEARN THAT PROST HAD BEEN OFF IN PRACTICE, A RARE OCCURENCE INDEED"

Piquet, however, didn't mince his words. *"Broken engines? Exploded you mean. What I can't understand is that the problems have cropped up on a circuit where the engines are not really put to their limit. Perhaps the Honda people are trying out something new."* Even senior members of the Williams team were kept in the dark as to where the problem stemmed from and they were forced to wait until Saturday's practice to find out whether the Williams cars were going to be in with a chance on race day. Meanwhile, the 19th time that Mansell had set early on had been beaten and the Brit found himself 22nd, between Palmer's Zakspeed and Danner's Osella. There are only places for 20 starters at Monaco, so, for the time being, the Williams driver wasn't qualified. Dumfries was another driver to find himself in that predicament. He had left the track during the morning's session whilst warming his tyres and a new front left suspension was neccessary. Then, during the afternoon, the 98T's final drive went after only 10 laps. It wasn't even worth him asking if he could take the spare car out. That was reserved for Senna.

Arnoux was not ashamed to admit that he was aiming for pole-position. The Frenchman put in second fastest time early in the session but was pipped later by a determined Rosberg. *"I'm pleased with my performance. I'm only 0.68s slower than Senna and I got two gear changes mixed up,"* admitted the Ligier driver.

It came as a surprise to learn that Prost had been off, a very rare occurence indeed. *"It's the sort of incident that happens every now and again in F1 but it could have been worse. Under braking for the chicane, I felt the car pull to the right. There was nothing I could do about it except limit the damage by making sure that I hit the rails with the flank."* Back at his pits, Prost jumped into the spare McLaren which had been set up for Rosberg. After returning to revise the suspension settings, Alain went out and recorded 4th fastest time.

SATURDAY: PROST IMPERIAL

The Japanese engineers turned up at the Williams pits on the Saturday morning with frowns on their faces. Since the Thursday evening, the four blown engines had been replaced and the computer hadn't stopped sending out all sorts of readings which, it seemed, would help the Honda men sort out their troubles. They spent Friday analysing the offending power units behind closed curtains under the Williams awning. The fault was eventually traced back to poor functioning of the electronic management which apparently rendered the air/petrol mixture too weak. That would explain the holed pistons.

Whilst Mansell and Piquet showed signs of relief, Senna was already out on the track recording 1m 23.528s, nearly two seconds faster than his pole time two days previously. His performance was followed by Laffite who managed a 1m 24.402s just before everybody came back into the pits once again after De Cesaris' engine had left its oil at Portier and Rascasse. Whilst most drivers opted to keep their tyres warm as the circuit was cleared, Mansell and Alboreto tried to make the most of the fact that the track was free of traffic. The British driver was eager to put in a time that would at least get him on the grid and Alboreto was complaining about his Ferrari's handling, even saying that he was having more difficulty getting power on to the road than at Imola.

Alboreto occupied third position at one time but left-hand turbo failure forced him to retire. The same fault had caused his downfall at Imola.

LIGIER: "WE'VE COME AWAY WITH A FEW POINTS AND THAT'S ALWAYS A GOOD THING"

Prost's first few laps of the day had seen the Frenchman record a 1m 23.047s, second time so far. It wasn't to last long though when Patrese, his Brabham in excellent form, put in a faster lap almost immediately before Mansell, in his own inimitable style, put in a 1m 23.047s, pole time.

That prompted Prost to leave his pits again, the Frenchman selecting quite hard tyres which would allow him to put in a number of laps as he waited for a clear run. Five laps later, he judged that the time was right. His tactics paid and Prost was rewarded with a 1m 22.627s, a time which no one was to beat for the rest of the day. Mansell and Piquet had no tyres left, the latter obliged to revert to his spare car after his Williams Honda dropped a valve. Patrese maintained that he would have been able to do better with his resurfaced tyres had it not been for faltering electronics on his BMW-engined Brabham which had the German motorists scratching their heads and Ecclestone pulling his hair out. The honour of being highest placed Pirelli-shod driver had been snatched by Berger who once more demonstrated that he has the makings of a real champion. *"His approach to F1 is a perfect compromise between Lauda's discreet efficiency and Rindt's sense of attack,"* say his supporters.

Senna had wasted his two sets of qualifying rubber when he was handicapped by the traffic. *"I could have done much better,"* he complained bitterly, *"I know I could. During untimed practice this morning I put in a 1m 22.340s. With my first set of qualifying tyres this afternoon I was hampered by Streiff, then Rosberg, then an Osella. With the second set, I waited too long for the track to become clear and my tyres were ruined. Naturally I'm disappointed but I suppose third place on the grid's not that bad. At least I'm qualified."*

Perhaps the Brazilian was alluding to his unhappy team mate, Dumfries. At the beginning of the session, the Scot complained about the Lotus' gear selection, asking that the offending box be changed. With the parts that were available, all his mechanics could do was to fit the mechanicals of a five-speed box in a six-speed casing. The repairs didn't last long and Dumfries was confined to the role of spectator for the race.

Despite the efforts of Alboreto and even Tambay, whose first contacts with the Ford-engined Lola showed a lot of promise, Prost's pole position was safe. *"I was aware that my McLaren was capable of taking pole as early as Thursday,"* he claimed. *"It was just a question of getting a chance to exploit its potential. It's always difficult here. I had to wait five laps before I judged that my path was sufficiently clear. Tomorrow, I will be looking to use the Porsche engine's torque to the full rather than its power in order not to wear out the tyres. If I'm in front after the first bend, I should have no problems winning."*

Fighting stuff from the World Champion. ■

Arnoux' climb through the field from 12th on the grid to fifth place was one of the highlights of the race.

JEAN SAGE HURT IN PITS

As Saturday afternoon's timed practice was drawing to a close, Jean Sage, Sporting Director of Renault Sport, was knocked down by Johansson's Ferrari as he was crossing pit-lane in front of the McLaren garage. Sage was thrown into the air and landed heavily on the road. He was immediately taken to hospital where he lost consciousness. However, Sage's state was said to be comfortable after receiving eight stitches to the head.

Johansson, who can not be blamed for the unfortunate accident, was deeply shocked by the incident and preferred to stop his practice there and then.

F1 : MONACO GP

GRID POS.	1	5	12	27	20	7	26	16	2	3	6	25	4	18	28	19	17	15	14	8					
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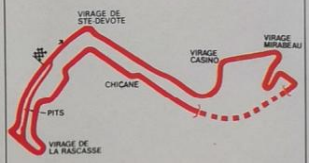
77	1	2	12	5	25	26	6																		
78	1	2	12	5																					

- Starting grid position
- On leader's lap
- 1 lap or more behind leader
- Pitstop
- Retired in the pits
- Retired on the track

MONACO GRAND PRIX

Fourth round of the 1986 F1 World Championship.
Date: May 11, 1986.
Circuit: Monaco.
Track Length: 3.312 km/2.07 miles.
Race Distance: 78 laps or 259.584 km/162.24 miles.
Weather: Hot and sunny with slight breeze.
Attendance: 60,000.
Qualifying: 26. **Qualified:** 20. **Starters:** 20.
Finished and Classified: 12.

MONACO CIRCUIT



STARTING GRID

Prost McLaren TAG 1m22.627s	Mansell Williams Honda 1m23.047s
Senna Lotus Renault 1m23.175s	Alboreto Ferrari 1m23.904s
Berger Benetton BMW 1m23.960s	Patrese Brabham BMW 1m24.102s
Laffite* Ligier Renault 1m24.402s	Tambay Lola Ford 1m24.686s
Rosberg McLaren TAG 1m24.701s	Brundle Tyrrell Renault 1m24.860s
Piquet Williams Honda 1m25.287s	Arnoux Ligier Renault 1m25.538s
Streiff Tyrrell Renault 1m25.720s	Boutsen Arrows BMW 1m25.832s
Johansson Ferrari 1m25.907s	Fabi Benetton BMW 1m25.926s
Surer Arrows BMW 1m26.300s	Jones Lola Ford 1m26.456s
Palmer Zakspeed 1m26.644s	De Angelis Brabham BMW 1m27.191s

* started on last line

FOR THE RECORD

• The new Ford turbo engine was available for Tambay • Streiff had the latest Tyrrell 015 available • De Angelis had a new Brabham BT55 chassis, the three BT55 cars in Monaco featuring more weight over the rear wheels • Ferrari had a brand new chassis available as spare (092) • Ghinzani's Alfa engine was fitted with electronic injection and Danner was using the first FA1-H/86 but with last year's mechanicals.

THEIR FASTEST LAPS

Prost	1m 26.607s	Alboreto	1m 28.776s
Senna	1m 26.843s	Berger	1m 28.944s
Rosberg	1m 26.971s	Johansson	1m 29.305s
Mansell	1m 27.405s	Surer	1m 30.509s
Patrese	1m 27.585s	Boutsen	1m 30.621s
Tambay	1m 27.769s	Streiff	1m 31.098s
Piquet	1m 27.797s	De Angelis	1m 31.236s
Laffite	1m 27.873s	Fabi	1m 31.647s
Arnoux	1m 27.988s	Palmer	1m 31.679s
Brundle	1m 28.649s	Jones	1m 35.510s

PREVIOUS WINNERS

(Last five editions)
1985: **Prost** (McLaren TAG MP4-2B)
1984: **Prost** (McLaren TAG MP4-2)
1983: **Rosberg** (Williams Honda FW08)
1982: **Patrese** (Brabham BT49)
1981: **Villeneuve** (Ferrari 126C2)

SUCCESSIVE LEADERS

Laps 1-34: **Prost**
Laps 35-41: **Senna**
Laps 42-78: **Prost**

PIT STOPS

Lap 15: **Fabi,** fresh tyres and to check brakes.
Lap 19: **De Angelis,** turbo.
Lap 28: **Mansell,** fresh tyres.
Lap 30: **De Angelis,** turbo.
Lap 31: **Rosberg,** fresh tyres; **Patrese,** engine.
Lap 32: **Patrese,** engine; **Boutsen,** fresh tyres.
Lap 33: **Tambay,** fresh tyres.
Lap 34: **Surer,** fresh tyres.
Lap 35: **Prost,** fresh tyres.
Lap 36: **Brundle,** fresh tyres.
Lap 42: **Senna,** fresh tyres.
Lap 50: **Johansson,** fresh tyres.
Lap 51: **Piquet,** fresh tyres.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Prost	McLaren International	McLaren TAG MP4-2C/3 (T: 2C/1)	1m26.059s	1m22.627s
2. Rosberg	McLaren International	McLaren TAG MP4-2C/2	1m25.662s	1m24.701s
3. Brundle	Tyrrell Ltd	Tyrrell Renault 015/1 (T: 014/3)	1m28.564s	1m24.860s
4. Streiff	Tyrrell Ltd	Tyrrell Renault 015/2	1m32.646s	1m25.720s
5. Mansell	Williams GP Ltd	Williams Honda FW 11/02 (T: FW11/1)	1m30.919s	1m23.047s
6. Piquet	Williams GP Ltd	Williams Honda FW 11/4 (T: FW11/3)	1m27.919s	1m25.287s
7. Patrese	Olivetti Brabham	Brabham BMW BT55/4 (T: BT55/3)	1m26.872s	1m24.102s
8. De Angelis	Olivetti Brabham	Brabham BMW BT 55/5	**1m27.191s**	1m28.191s
11. Dumfries	John Player Team Lotus	Lotus Renault JPS 98T/2 (T: 98T/1)	1m35.027s	**1m27.826s**
12. Senna	John Player Team Lotus	Lotus Renault JPS 98T/3	1m25.222s	1m23.175s
14. Palmer	Zakspeed Formula Racing	Zakspeed 86/4	1m30.152s	1m26.644s
15. Jones	FORCE Lola	Lola Ford THL2/002 (T: THL 2/001)	1m26.663s	1m26.456s
16. Tambay	FORCE Lola	Lola Ford THL2/003	1m27.038s	1m24.686s
17. Surer	Arrows Racing Team Ltd	Arrows BMW A8/2 (T: A8/6)	1m28.878s	1m26.300s
18. Boutsen	Arrows Racing Team Ltd	Arrows BMW A8/4	1m29.244s	1m25.832s
19. Fabi	Benetton Formula Ltd	Benetton BMW B186/03 (T: B186/01)	1m29.397s	1m25.926s
20. Berger	Benetton Formula Ltd	Benetton BMW B186/02	1m26.280s	**1m23.960s**
21. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-H/1	1m29.282s	**1m27.288s**
22. Danner	Osella Squadra Corse	Osella Alfa FA1G/85/01	1m30.986s	**1m28.132s**
23. De Cesaris	Minardi Team Spa	Minardi M185B/002 (T: M185B/004)	**1m28.962s**	2m22.479s
24. Nannini	Minardi Team Spa	Minardi M185B/001	**1m29.447s**	2m27.098s
25. Arnoux	Ligier Sport	Ligier Renault JS27/02 (T: JS27/03)	1m25.900s	**1m25.538s**
26. Laffite	Ligier Sport	Ligier Renault JS27/01	1m26.702s	**1m24.402s**
27. Alboreto	Ferrari Spa	Ferrari/F1-86/088 (T: F1-86/089)	1m26.839s	**1m23.904s**
28. Johansson	Ferrari Spa	Ferrari/F1-86/091 (T: F1-86/092)	1m27.005s	**1m25.907s**
29. Rothengatter	Zakspeed Formula Racing	Zakspeed 861/1	1m36.814s	**1m28.060s**

RETIREMENTS

Lap 3: **Jones,** accident with Streiff.
Lap 18: **Fabi,** fuel pump and brakes.
Lap 32: **De Angelis,** turbo pressure.
Lap 39: **Alboreto,** turbo; **Patrese,** engine.
Lap 43: **Berger,** rear left wheel mounting broken.
Lap 68: **Tambay** and **Brundle,** accident.

DRVERS' WORLD CHAMPIONSHIP POINTS

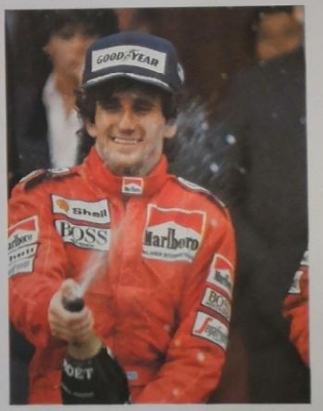
After Brazil, Spain, San Marino and Monaco

1. Prost	0	+	4	+	9	+	9	=	22
2. Senna	6	+	9	+	0	+	4	=	19
3. Piquet	9	+	0	+	6	+	0	=	15
4. Rosberg	0	+	3	+	2	+	6	=	11
5. Mansell	0	+	6	+	0	+	3	=	9
6. Berger	1	+	1	+	4	+	0	=	6
7. Arnoux	3	+	0	+	0	+	2	=	5
Laffite	4	+	0	+	0	+	1	=	5
9. Johansson	0	+	0	+	3	+	0	=	3
10. Fabi	0	+	2	+	0	+	0	=	2
Brundle	2	+	0	+	0	+	0	=	2
12. Patrese	0	+	0	+	1	+	0	=	1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

After Brazil, Spain, San Marino and Monaco

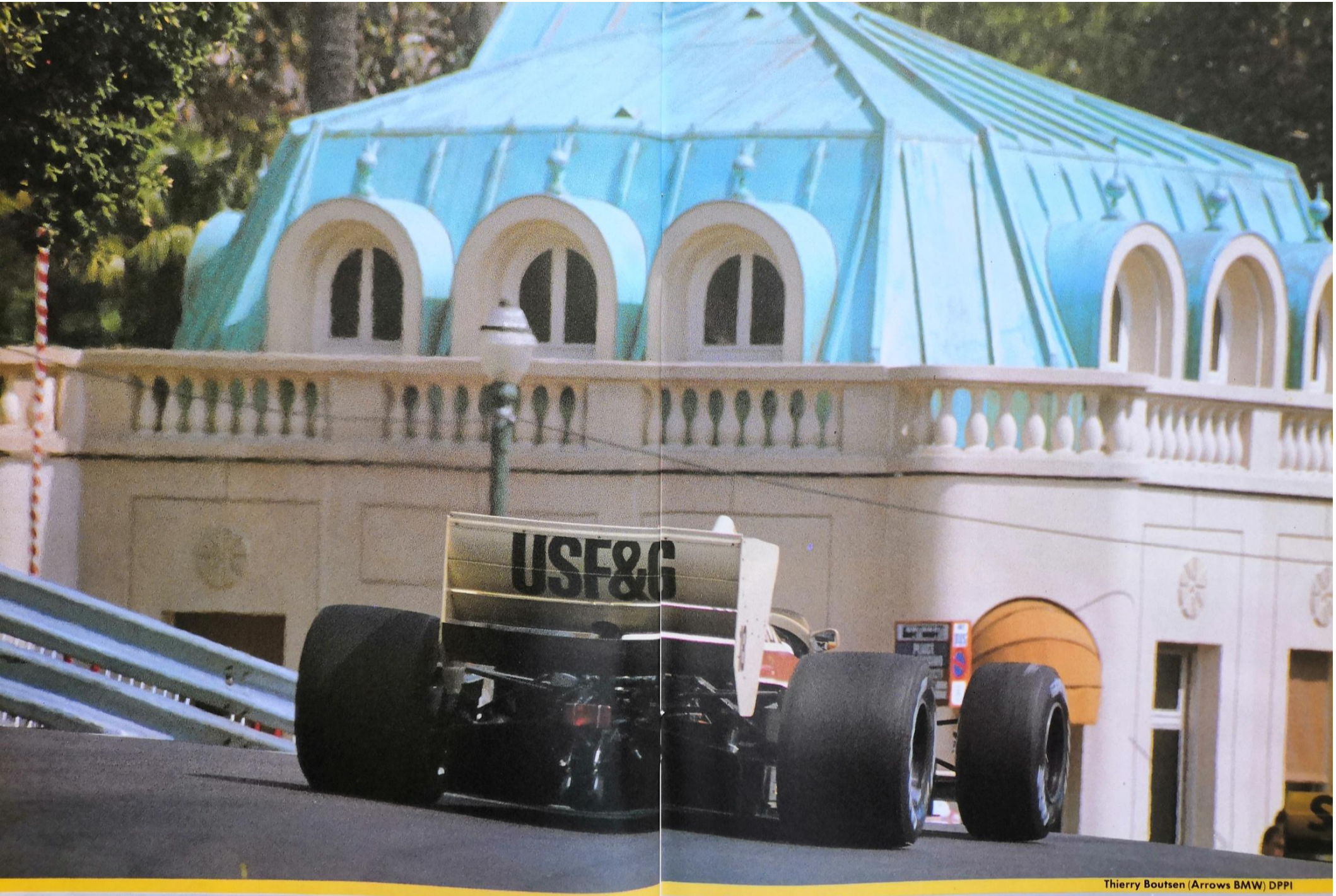
1. McLaren	0	+	7	+	11	+	15	=	33
2. Williams	9	+	6	+	6	+	3	=	24
3. Lotus	6	+	9	+	0	+	4	=	19
4. Ligier	7	+	0	+	0	+	3	=	10
5. Benetton	1	+	3	+	4	+	0	=	8
6. Ferrari	0	+	0	+	3	+	0	=	3
7. Tyrrell	2	+	0	+	0	+	0	=	2
8. Brabham	0	+	0	+	1	+	0	=	1



FINAL RESULTS

1. Prost (McLaren TAG) 78 laps or 259.584 km/162.24 miles in 1 hour 55m 41.060s at an average speed of 134.634 kph/84.146 mph.
2. Rosberg (McLaren TAG) 1h 56m 06.082s.
3. Senna (Lotus Renault) 1h 56m 34.706s.
4. Mansell (Williams Honda) 1h 56m 52.462s.
5. Arnoux (Ligier Renault) 77 laps.
6. Laffite (Ligier Renault) 77 laps.
7. Piquet (Williams Honda) 77 laps.
8. Boutsen (Arrows BMW) 75 laps.
9. Surer (Arrows BMW) 75 laps.
10. Johansson (Ferrari) 75 laps.
11. Streiff (Tyrrell Renault) 74 laps.
12. Palmer (Zakspeed) 74 laps.

Track lap record : Prost (McLaren TAG) 1m 26.607s on lap 51 at an average speed of 138.335 kph/86.459 mph.



Thierry Boutsen (Arrows BMW) DPPI

ONLY AT MONACO CAN YOU FIND SIGHTS LIKE THIS: BOUTSEN STARTS HIS FAST DESCENT FROM THE CASINO TOWARDS MIRABEAU

Patrick Tambay (Lola Ford) Jeff Lehall

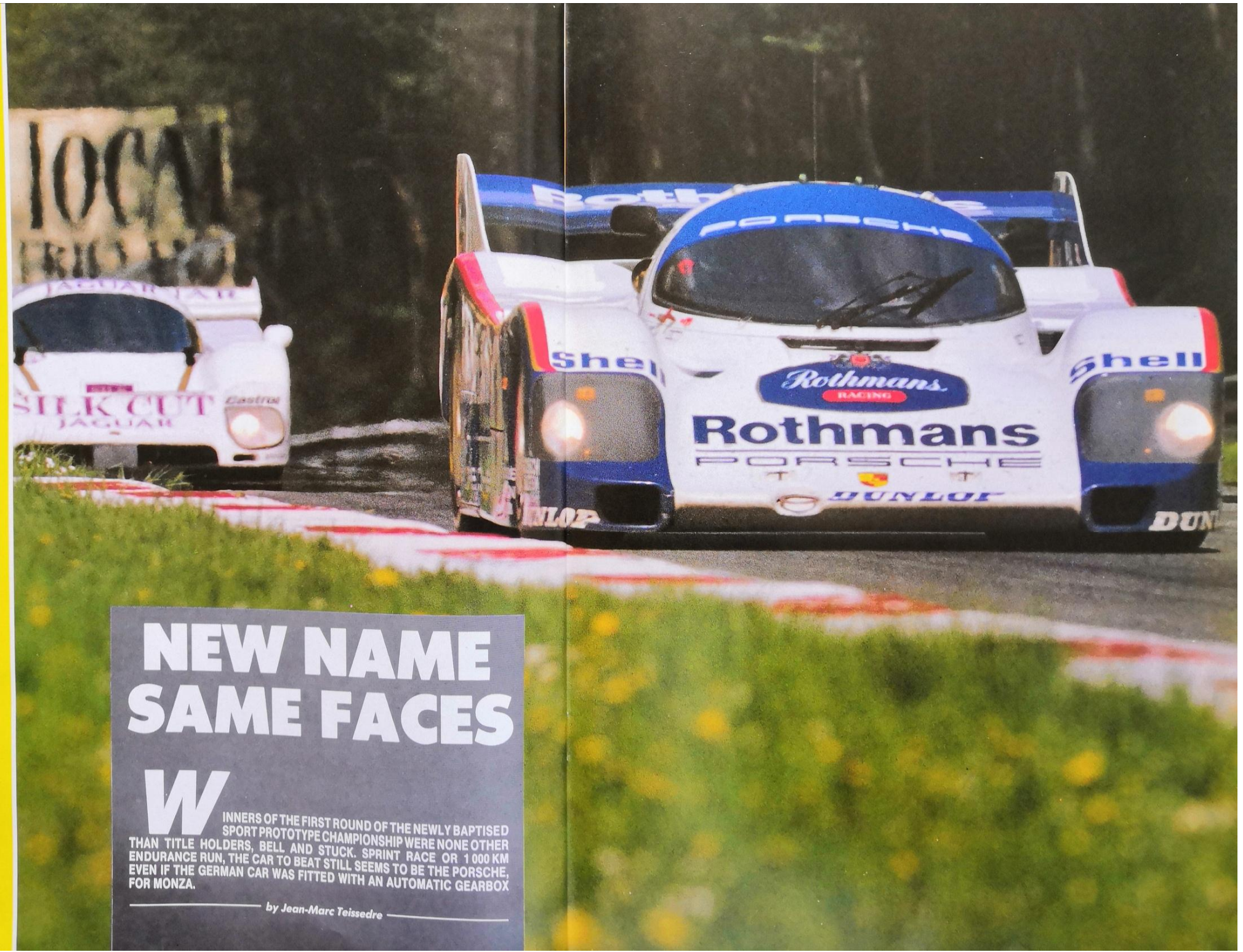
TAMBAY'S TUSSLE WITH BRUNDLE CAME TO A DRAMATIC END WHEN HE TRIED TO GET THROUGH ON THE INSIDE AT MIRABEAU

Teo Fabi (Benetton BMW) DPPI

THE ATMOSPHERE AT MONACO WAS JOYFUL AND CHIC. THE COLOURFUL BENETTONS WERE IN HARMONY WITH THE PARTY MOOD

Nigel Mansell (Williams Honda) Claude Saulnier

AFTER A SCARE DURING THURSDAY'S PRACTICE WHEN FOUR HONDA ENGINES BLEW, MANSELL WAS RELIEVED TO FINISH FOURTH



NEW NAME SAME FACES

WINNERS OF THE FIRST ROUND OF THE NEWLY BAPTISED SPORT PROTOTYPE CHAMPIONSHIP WERE NONE OTHER THAN TITLE HOLDERS, BELL AND STUCK. SPRINT RACE OR 1 000 KM ENDURANCE RUN, THE CAR TO BEAT STILL SEEMS TO BE THE PORSCHE, EVEN IF THE GERMAN CAR WAS FITTED WITH AN AUTOMATIC GEARBOX FOR MONZA.

by Jean-Marc Teissedre

TEAM BY TEAM

The latest 100% water-cooled Porsche engine.

PORSCHE

Once more, Porsche cars dominated C1 representing ten of the fourteen entries in the category. The works 962Cs featured a number of interesting developments including, an entirely water-cooled engine which has been designed with a view to improving the cooling of the lower part of the block, allowing the pistons to work in a far more efficient environment. Numbers 1 and 2 were also fitted with the much talked of PdK automatic gearbox, a development which puts them at a weight disadvantage (905 kg and 912 kg respectively) compared with rival manufacturers. During qualifying, drivers claimed to be handicapped by the rearward mounting of the latest system which, for a sprint race, could have had disastrous consequences.

Major problems for the privateers were of a more aesthetic nature as teams endeavoured to give maximum exposure to their new sponsors, Danone yoghourt for Fitzpatrick, Taka Q (Japanese New Man importer) and Sachs for Joest, Fortuna cigarettes and Fat Transport for Brun and Mickey Mouse/Walt Disney for Obermaier. Officially, all these outfits were powered by 2.6 litre blocks (compared with 3 litres for the factory cars) but it was rumoured that Kremer had brought along a 3 litre block for qualifying. Tyre-wise there was a great deal of variety amongst the leading Porsche teams. The factory were the only ones to be using Dunlop rubber, Brun was on Michelins, Joest and Fitz were Goodyear shod whilst Kremer used the products of his new sponsor, Yokohama.

JAGUAR

As expected, three Silk-Cut XJR6s were at Monza, bearing chassis numbers 286 (comp. no. 51), 186 (52) and 385 (spare). Cheever/Warwick's car weighed in at scrutineering at less than a kilo over the minimum permitted weight and Schlesser/Brancatelli's car, at 853 kg, was only slightly heavier. Optimism seemed to be the order of the day in the Jaguar camp before the race and drivers appeared especially confident in their XJR6's engine.

LANCIA

The Lancia organisation was present in full for the Italian round of the SP series but only one LC2/86 was entered. The Turin-based team will be competing in only selected events this year, preferring to concentrate their efforts on the World Rally Championship. *"We are looking to see how we compare with the others,"* commented team-manager Cesare Fiorio, *"and to see if the work we carried out during the close-season has been effective, all that with an eye to 1987. We obviously won't refuse a victory if one comes our way. Indeed, even if our programme is limited, we will be out to win but it would be impossible for us to enter two or three cars. It would require a technical backing that we just couldn't spare given our rallying activities."*

KOUROS MERCEDES

It was the moment of truth for the newly formed Kouros team. Peter Sauber had brought two cars to Monza, each with a different clutch system and each with a different rear body design. The Mercedes-powered cars were using Goodyear 19" dia. tyres and weighed in at 870 kg.

MARCH

Only one March was present, the ageing 84G ex-Kreepy Krauly from Le Mans 1985 but at least Costas Los has found a sponsor for the new season. Los encountered a small problem during scrutineering when his new, wider Avon tyres were found to protrude slightly from the bodywork but on-the-spot modifications rectified the situation.

C2 CARS

If there wasn't much variety in Group C1, C2 entries were much more diversified:

- The Spice Pontiac caused the most interest at scrutineering but, unfortunately, the car was only finished shortly before the race *in situ*. Spice would appear to be finding it a bit tight campaigning in both the IMSA and SP series!
- The power unit of Schanche's Argo JM19 comes from the former Group 5 Zakspeed Capris.
- Chamberlain Engineering have equipped their 1985 British Thundersports series Tiga with an F1-derived 1800 cc 418-T Hart block for the Sport Prototype Championship. From Silverstone onwards, the car will be equipped with a new injection system which has been developed from that used by Brian Hart in F1. Power for the Tiga is given as 450 bhp for a weight of 710 kg.
- The oil radiators of Andreasson/Olivar's Chevron are now laterally mounted, their place at the front taken over by the water radiator and the car features revised rear suspension.
- The Alba AR3 of Taverna/Sala can be considered as a works machine in that Stirano will personally be following the progress and development of the Ford-engined car during the forthcoming season.
- The ALD was perhaps the newest C2 chassis at Monza. The monocoque has been modified to house a 100 l fuel tank which replaces the former 55 l tank, the hub carriers feature a single bearing instead of two previously, AP brakes replace the Brembos and the front cover is now lifted in a similar manner to the Lancias in an effort to improve accessibility. Wheels have gone from 13" to 15" which should simplify the choice of rubber. Louis Descartes has also found a sponsor for the Fuji and Austrailian rounds and the team should now be present throughout the calendar.
- Two Tigas were entered for Barberio/Frey and Thyrring/Wood but the 1986 model only turned up at Monza on the Saturday before the race and was naturally refused a start. Barberio/Frey had to make do with the car in which Spice and Bellm won the 1985 C2 championship whereas Thyrring/Wood drove the GC 285 chassis with Ford RS200 power.

An encouraging debut for the new Argos-Zakspeed of Martin Schanche.

MONZA

With Derek Bell and Hans Stuck outright winners in Italy and with seven Porsches in the top eight it would appear that little has changed in the world of endurance, sorry sport prototype racing, despite the new look, sprint race formula. However, the overall results hide part of the truth since a number of personalities and cars impressed by their performance at Monza, opening round of the season, and it is clear that the Stuttgart boys are going to be given a closer run for their money than has been the case in the past. As became apparent towards the end of 1985, the Lancia team has now reached a high level of competitiveness and their car has become steadily more and more reliable. Only an incredible share of bad luck has deprived the Italian team of better results in the past and here at Monza the final placings could have been different if the LC2's fuel flow-meter hadn't gone haywire after only 3 laps. However, the potential of the Martini-sponsored car was underlined at its home race and its reputation of being a sprinter has been reinforced.

It is a great shame that we will not see the LC2/86 more often this year because, by the time its next planned outing comes around at Nurburgring towards the end of August, Jaguar and Porsche will have been able to learn from their experiences on the intervening races and the Turin-based team could well find itself with ground to make up again. Nobody can alter the fact that Lancia has preferred to concentrate its competition activities on the World Rally Championship but it was intriguing to hear team-manager, Cesare Fiorio, ever so discreetly admitting that he wouldn't mind going to Silverstone. By the time you read these lines you will know if he was able to fulfil his wish but it is more than likely that a trip to England would have to be given a miss since the British 1000 km event coincides with the Tour of Corsica. All we can hope is that the Lancia's winning potential remains intact between now and August.

The British Jaguar team left a positive impression after its showing at Monza. The performance of the XJR6 is not far from that of the works Porsche 962Cs as Eddie Cheever underlined when he managed to keep check of Stuck for 10 laps. Cynics will retort that Porsches dominated the final results which may be true but it mustn't be forgotten that Schlesser and Brancatelli were by no means out of their depth alongside the private Porsche teams and, when they were finally forced to retire, they were second and only one lap behind the eventual race winners. The Jaguars could well spring a surprise or two before not very long. They appear to be well balanced and very fast through curves but are at the same time handicapped by a lack of power. The fact remains that the team has not even completed its first full season. By the way, you should hear the sound the XJR6 makes...

The Kouros Mercedes was a little out of touch with its three principal rivals but in the Germano-Swiss team's case Monza was only their first outing. A driver who couldn't find his pit's signals during the race and language problems within an outfit that communicates in five or six

Ludwig and de Cesaris fight it out for the lead at the first corner, the Porsche driver eventually getting the edge.

tongues are both teething problems that can be forgiven a team which is only just finding its feet. It would be more constructive to point out the positive aspects of Peter Sauber's team's race: the Mercedes engine didn't so much as hiccup during the four days of practice and racing and the car put in fourth fastest lap time during the warm-up session. Pescarolo explains. *"We are still in the process of learning what some of our rivals have known for over thirty years. I'm not sure, but I don't think Porsche won the very first race they entered. We were only three seconds a lap adrift of the Kremer 962C and finished the race less than a lap behind the three Walter Brun cars. Obviously we have got a lot of work to do. In fact I'm going to meet with Peter Sauber as soon as possible to iron out a few problems, both technical and organisational."* John Nielsen managed to keep in touch with Schlesser's Jaguar during the early stages of the race which tends to confirm that the Kouros's basic design is healthy enough. The French perfume-sponsored team also no doubt have the means to develop their car much further. However, once more Porsche has been able to exploit its vast experience to the full and maintain the domination of Endurance/Sport Prototype racing it has enjoyed for the last ten years. The works team can even get away with testing new technical developments on its cars without too much fear of losing. Again Joest gave the official cars a bit of a scare but the fact remains that Bell and Stuck were able win through, the first time an automatic car has won a World Championship event since the Chaparral.

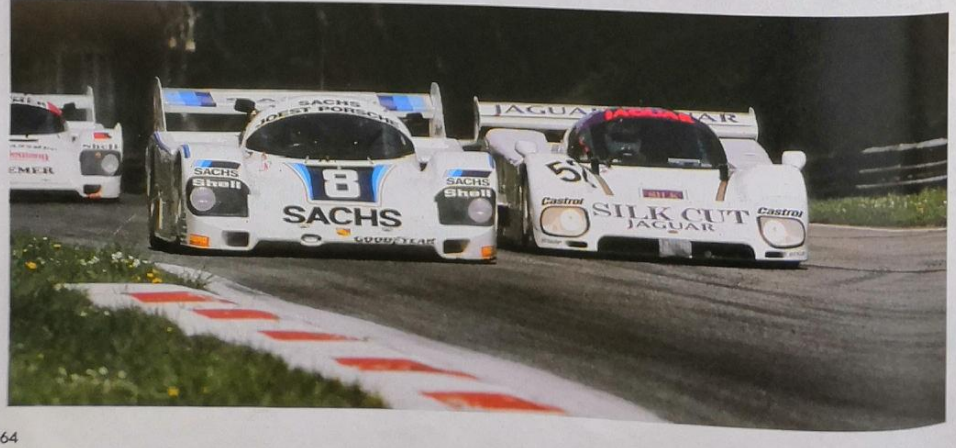
What of the new sprint formula? Spectator figures were, at 18,000, encouragingly high and media coverage of the event was of an extremely good standard, Italian TV broadcasting the entire race live. But if FISA want this sort of public interest to continue, then action must be taken to put a halt to the sort of spectacle we were treated to at the end of the 365 km sprint. The number of cars running out of fuel on the track was quite alarming and it was a sad sight to witness some competitors park up just before the finishing line in an effort to conserve precious petrol whilst others drove conscientiously but slowly round the circuit waiting for the chequered flag to drop.

Now that FISA has accepted the idea of sprint races, they must do something quickly to ensure that the formula succeeds by perhaps allowing more fuel than for the more traditional 1000 km events. Until a realistic alternative means of restricting power exists, genuine no-nonsense racing must be allowed to take place. After the race, Boutsen suggested that Monza would have been a completely different story if teams could have used 210 litres instead of 190 litres. *"It should be remembered that Endurance is not like F1 where only one driver is involved,"* chipped in Pescarolo. *"The second driver is forced to make do with what his team-mate has left him, he is not in a position to race in the real sense of the word. Without an on-board computer, it is impossible to know where one stands. If they want us to adopt the same regulations as F1, we should be given the same technological means. But I can't see many of the private teams spending out huge amounts of cash on the sophisticated equipment necessary."*

THE RACE

The warm-up session on the morning of race-day went off without any major alerts for the leading teams although the transmission of Bell/Stuck's Porsche gave momentary cause for concern and the Motronic pack on the similar car of Wollek/Mass needed to be looked at. Larrauri went slightly off at Parabolic. The C2 category, however, was struck by a number of problems of a more serious nature. The Spice Fiero was without oil pressure and the Chevron developed trouble with its engine and, with no spare available, Olivar was forced to withdraw the B62. Gordon Spice, on the other hand, had plenty of time to change his Cosworth before the 3 o'clock start.

The race started in ideal spring weather conditions. As the twenty seven cars left the grid, there was a breathtaking struggle for supremacy between Ludwig's Porsche and De Cesaris' Lancia but it was the yellow, grey and white 956 of the German driver that had the advantage at the first corner and Ludwig



World title holders, Derek Bell and Hans Stuck do it again but things might not be so easy for the rest of the year.

There were realistic hopes for Lancia at the start but they were shattered when the LC2's fuel-feed metre failed after just three laps, leaving de Cesaris with no means of measuring consumption.

Half-shaft failure put an end to an impressive performance from Cheever and Warwick whose Jaguar XJR6 held second place for a while.

Neither the Porsche of Duez/'Winter' nor the XJR6 of Schlesser/Brancatelli finished the race, both cars running out of fuel practically within sight of the chequered flag.

Minor organisational problems within the new Kouros team prevented Pescarolo/ Nielsen from finishing any higher than ninth.

was soon able to pull out a small lead over the Italian car. Indeed, de Cesaris had enough on his hands trying to hold off Hans Stuck who had got off to a great start. By lap 2, the Rothmans Porsche was in second place ahead of the Martini Lancia and the two Jaguars, both of which had taken the private Porsche drivers by surprise off the grid. Excepting Ludwig, of course, whose lead had stretched to 7 seconds by lap 3.

In early trouble was Jochen Mass who was forced to make a pitstop, a slipping clutch necessitating the bleeding of the hydraulic system. The job took all of three laps, putting an end to any hopes of victory the crew of the second Rothmans Porsche may have had. For Wollek, making his debut with the works team, it was a bitter disappointment.

Meanwhile, back on the circuit, de Cesaris was losing ground and, on the sixth lap, was passed by Cheever whilst the second Jaguar, in the hands of Schlesser, was being closely tailed by Nielsen in the Kouros Mercedes. In Group C2, the Gebhardt was leading but the race was already over for the ALD which had developed suspension problems and, at about quarter race-distance, the Tiga of Wood/Thyrring violently left the track at Lesmo, ripping off its wheels and strewing body bits over the circuit. On lap 28, Gartner was forced to call at his pits to change tyres and there was slight confusion in the Kouros pits when Nielsen stopped simply because he hadn't been able to locate the team's pit signals. Unsure where he lay fuel-wise, Nielsen left the wheel to Pescarolo who returned to the circuit without really understanding what had happened. The two Silk Cut Jaguars both made their driver change on lap 30 whereas Hans Stuck was able to wait a further 3 laps before handing over to Derek Bell at the same time as Ludwig swapped with Barilla. The factory change-over was faster than that of the Joest team, and the 956's lead over the 962C had fallen to just two seconds as the two cars rejoined the track.

After an hour's racing, the Jaguars were lying third and fourth and Warwick seemed to have no difficulty maintaining the rythym set by team-mate Cheever earlier, the British driver only 13 seconds adrift of Ludwig and 8 seconds behind Bell. The Lancia team had finally pinpointed why de Cesaris had lost a lot of ground early on, the blame being traced back to a faulty fuel-feed meter which had failed on lap 3. The Italian driver, suddenly deprived of a means of monitoring consumption, lifted off. His pits, noticing the drop in pace, put out a pit-sign with the word "consumption" indicated. Convinced that that meant he was going too fast, the unhappy de Cesaris slowed still further. When he eventually came in for refueling, only 86 litres were put into the LC2's tank and Nannini was given instructions to continue without worrying himself about fuel economy!

The consequent lap times of the LC2 are some indication of how each team exploits its fuel allowance. For example, while Ludwig (still leading Bell by 5s) lapped at around 1m 40s on lap 38, Nannini was all of 2s faster round the 5.8 km circuit. Five laps later, the Lancia began a series of increasingly faster times which progressed from 1m 37.86s, to 1m 37.24s, to 1m 37.12s and culminated in the race lap record of 1m 36.96s.

When on lap 50 the Joest Porsche showed signs of being in difficulty, hopes began to rise in the Jaguar and Lancia camps. Although Cheever and Warwick's XJR6 had just retired with half-shaft failure, the second Jaguar was in third place locked in combat with Nannini's Lancia before inheriting second place when Barilla disappeared with clutch failure. New leader, Derek Bell in the Rothmans 962C was comfortably clear and it looked as though Nannini was going to have to be happy with third place as the race became nothing more than a procession of drivers eager to conserve sufficient fuel to finish. As it turned out, it was a wise precaution as first Duez and then... Schlesser ran out of petrol within sight of the chequered flag, allowing the Lancia to snatch second by default. Walter Brun even brought his Porsche to a halt just short of the finish line and waited for the clerk of the course to signal the end of the race before completing the final 10 metres or so.

Mass/Wollek eventually managed to bring their 962C home in sixth place despite their early fright behind the three Brun Porsches of Sigala/Brun, Larrauri/Pareja and Olson/Boutsen whereas C2 was won by the Gebhardt of Dickens/Jelinski. Pescarolo lost 8th place just two laps from the end of the race when he was overtaken by the Kremer Porsche of Gartner/Niedzwiedz.

"If only my pits had warned me," lamented the French driver afterwards. The Kouros Mercedes still finished in the points though which should be of some satisfaction to this new team. With a little more experience and organisation under their belts, it will be interesting to monitor the progress of Sauber's men over the coming months.

MONZA

1st round of the Drivers' World Sport Prototype Championship.
Date: April 20, 1986.
Circuit: Monza.
Track length: 5.8 km / 3.625 miles.
Race length: 63 laps or 365.4 km / 228.375 miles.
Weather: Dry for both qualifying and the race.
Entered: 37. **Scrutineered:** 28. **Starters:** 27.
Classified: 17. **Retirements:** 9. **Non-classified:** 1.

STARTING GRID

De Cesaris/Nannini Lancia LC2/86 1m 32.32s	Ludwig/Barilla Porsche 956 1m 34.43s
Boutsen/Olson Porsche 962C 1m 34.51s	Gartner/Niedzwiedz Porsche 962C 1m 34.54s
Bell/Stuck Porsche 962C 1m 34.96s	Cheever/Warwick Jaguar XJR6 1m 35.20s
Larrauri/Pareja Porsche 956 1m 35.28s	Duez/'Winter' Porsche 956 1m 35.38s
Schlesser/Brancatelli Jaguar XJR6 1m 36.04s	Mass/Wollek Porsche 962C 1m 36.37s
Sigala/Brun Porsche 956 1m 36.57s	Nielsen/Pescarolo Kouros Mercedes 1m 37.38s
De Villota/Velez Porsche 956 1m 40.93s	Laessig/Ballabio/Hamman Porsche 956 1m 41.87s
Facetti/Finotto Alba AR 6-Carma 1m 44.11s	Brunn/Schuster Porsche 936C 1m 45.63s
Spice/Bellm Spice Fiero-Cosworth 1m 47.73s	Jelinski/Dickens Gebhardt JC 853-Ford 1m 47.87s
Barberio/Frey Tiga Ford 1m 48.83s	Hay/Chapman Tiga TS 85-Hart 1m 49.35s
Harrower/Clements Gebhardt JC 843-Ford 1m 50.54s	Los/Thoelke March 84 G-Porsche 1m 50.56s
Thyrring/Wood Tiga GC 285-Ford 1m 53.59s	Schanche/Dyrstad Argo JM 19-Zakspeed 1m 54.68s
'Victor'/Palma Porsche 935/2 1m 56.00s	Taverna/Sala Alba AR 3-Ford 1m 56.27s
Heuclin/Descartes ALD-BMW 1m 58.43s	

DRIVERS' WORLD SPORT PROTOTYPE CHAMPIONSHIP

(after 1 round)

1. Stuck/Bell	**20 points**
2. De Cesaris/Nannini	15 points
3. Sigala/Brun	12 points
4. Larrauri/Pareja	10 points
5. Olson/Boutsen	8 points
6. Mass/Wollek	6 points
7. Ballabio/Hamman	4 points
8. Gartner/Niedzwiedz	2 points
9. Nielsen/Pescarolo	1 point

PREVIOUS WINNERS

(last five editions)
1985: Winkelhock/Surer (Porsche 962).
1984: Bell/Bellof (Porsche 956).
1983: Wollek/Boutsen (Porsche 956).
1982: Pescarolo/Francia (Rondeau-Ford).
1981: Doeren/Laessig (Porsche 935).

FIA DRIVER'S CHAMPIONSHIP (C2)

(after 1 round)

1. Jelinski/Dickens	**20 points**
2. Spice/Bellm	15 points
3. Schanche/Dyrstad	12 points
4. Barberio/Frey	10 points

RETIREMENTS

Did not start: **Andreasson/Olivar,** engine.
Lap 4: **Heuclin/Descartes,** suspension.
Lap 11: **Taverna/Sala,** electrics.
Lap 14: **Thyrring/Wood,** accident.
Lap 44: **Chapman/Hoy,** engine.
Lap 47: **Cheever/Warwick,** half-shaft.
Lap 50: **Ludwig/Barilla,** clutch.
Lap 55: **Clements/Harrower,** engine.
Lap 60: **Duez/'Winter',** ran out of fuel.
Lap 61: **Schlesser/Brancatelli,** ran out of fuel.
Not classified: **Facetti/Finotto,** insufficient distance covered.

At last a Group C2 win for the Gebhardt thanks to Jelinski and Dickens.

FINAL RESULTS

1. Stuck/Bell (Porsche 962C) 63 laps in 1 hour 48m 40.29s at an average speed of 201.745 kph / 126.091 mph.
2. De Cesaris/Nannini (Lancia Martini) 1 hour 49m 29.40s.
3. Sigala/Brun (Porsche 956) 61 laps.
4. Larrauri/Pareja (Porsche 962C) 61 laps.
5. Olson/Boutsen (Porsche 962C) 61 laps.
6. Mass/Wollek (Porsche 962C) 61 laps.
7. Ballabio/Hamman (Porsche 956) 61 laps.
8. Gartner/Niedzwiedz (Porsche 962C) 60 laps.
9. Nielsen/Pescarolo (Kouros Mercedes) 60 laps.
10. De Villota/Velez (Porsche 956) 59 laps.
11. Jelinski/Dickens (Gebhardt JC 853) 57 laps (1st Gp. C2).
12. Brunn/Schuster (Porsche 936C) 56 laps.
13. Los/Thoelke (March 84G Porsche) 56 laps.
14. Spice/Bellm (Spice Fiero) 55 laps.
15. Schanche/Dyrstad (Argo JM19 Zakspeed) 55 laps.
16. 'Victor'/Palma (Porsche 935) 52 laps.
17. Barberio/Frey (Tiga GC84 Ford) 49 laps.
Race Lap Record: Nannini (Lancia Martini) 1m 36.96s, an average speed of 215.327 kph / 134.579 mph.

JAGUAR WON PORSCHE DIDN'T

BY WINNING THE SILVERSTONE 1000 KM, NOT ONLY DID EDDIE CHEEVER, DEREK WARWICK AND THE JAGUAR XJR END A LONG, LONG PERIOD OF PORSCHE DOMINATION IN ENDURANCE RACING BUT THEIR PERFORMANCE HAS ALSO THROWN WIDE OPEN THE 1986 CHAMPIONSHIP. TOM WALKINSHAW'S OUTFIT'S WIN ON THE BRITISH ROUND IS LIKELY TO HAVE FAR REACHING CONSEQUENCES.

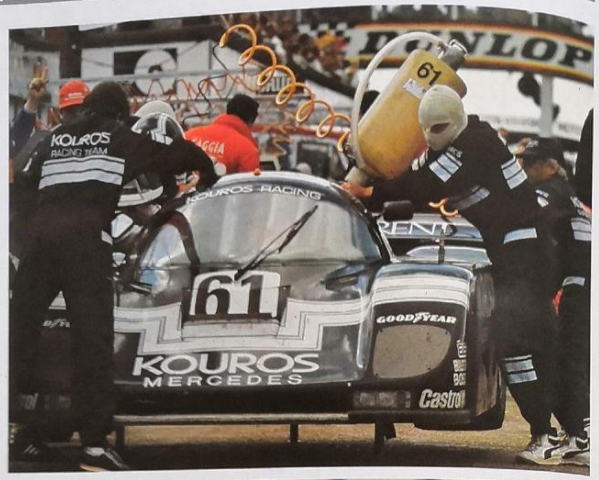
by Jean-Marc Teissedre

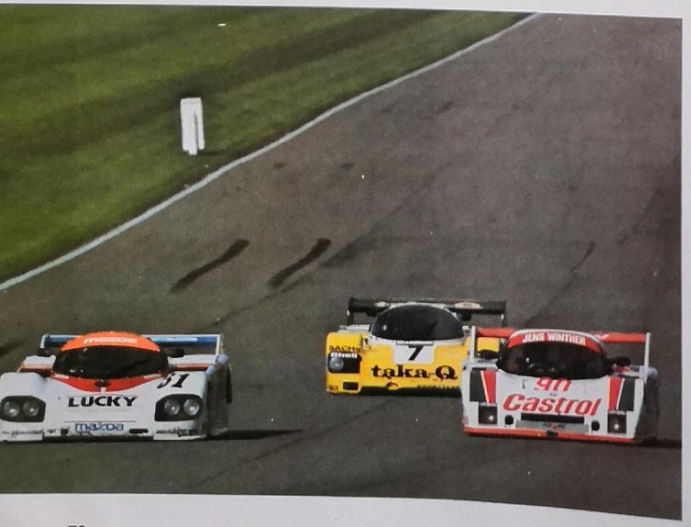
ANALYSIS

To see Jaguar win, or rather to see Porsche not win, is something of an event in the recent history of Endurance/Sports Prototype racing. In fact, it hasn't happened since Monza '82. OK, a Lancia won at Spa last year but it mustn't be forgotten that the race did not go the full distance. OK, Nissan may have taken victory at Mount Fuji in September 1985 but the Porsche team had withdrawn because of the prevailing torrential rain at the start of the race. OK, Lancia also scored a win in 1982 but with a Gp.6 car, fundamentally different from the Group Cs of the day. In fact it was the late Jean Rondeau who last beat the Stuttgart boys fairly and squarely before Tom Walkinshaw picked up the gauntlet.

Here we are, then, faced with a completely new situation as the '86 season gets underway. No longer is the official Porsche team odds-on favourite to win a championship which, all of a sudden, has become a very wide open affair indeed. Given the reduced programme announced by the Rothmans team (for the moment!), not only Jaguar but also the privateers like Joest, Kremer and Brun are counting on taking their share of the victories over the months to come. To predict, at this time, the eventual title winner at the end of the year would be to stick one's neck out a long way.

Although the British team's victory comes as a breath of fresh air after three years of uninterrupted domination from Porsche, we must also be careful not to bury the German manufacturer's chances too quickly. Indeed, it is clear that they consider 1986 to be a year of testing and development for the future with the new engine and, above all, the decision to exploit the automatic gearbox which, for the moment, can be considered to





Three drivers were entered for the Kouros Mercedes team. One French, one Dane and one New Zealander.

Without their gear problems, Schlesser and Brancatelli could have made it a one-two for Jaguar.

Silverstone was the scene of the European debut for the Mazda 757 and the return of the URD BMW, both cars pictured here flanking the Joest Porsche.

The Lancias, outstanding at Silverstone, have found an ally in Jaguar to counter Porsche's domination.

be a certain handicap with its 60 kg weight penalty. Not only do teething troubles need to be sorted out but the drivers will also need some time before they are perfectly familiar with the PdK's use. Even then, after Silverstone, who is on top of the drivers' championship? Bell and Stuck. When the automatic box is eventually sorted, who is to say that the technological advantage that Porsche will have will not leave them in an unassailable position for a long time to come?

Lancia, who were especially optimistic before the start, have no reason to despair either. Whilst it is true that we have been saying that for over a year now, it is difficult to see how the Italian manufacturer can fail to win at least one 1000 km race with the LC2. The manner in which De Cesaris recorded pole-position time gives some indication as to the enormous potential of the car. The Italian driver set out to put in a series of laps in order to get the car warmed up. The car was behaving so well that, nearly without realising it, the 'warm-up' session culminated in a 1m 10.81s, ie 4 hundredths of a second faster than Patrese in 1985! Optimism reigned as De Cesaris pulled into the pits to fit qualifying tyres. Unfortunately, the Italian must have pushed the mechanicals just that bit too hard and, even with the appropriate rubber fitted, the LC2 would go no faster. During the race, whilst the two Jaguars and the Lancia were fighting it out for the lead, the best placed 962C was relegated to fourth. Then, just as it looked as though the Italian machine was about to get the better of the two XJR6s, a stupid mechanical failure sent Nannini into the pits. Basic repairs allowed the Italian to put in a further four laps before retiring for good and Nannini made the most of them to break the track lap record with a superb 1m 13.95s, two seconds quicker than Jonathan Palmer last year.

What about Jaguar in all that? In our Monza report, we expressed our astonishment at the incredible progress that Tom Walkinshaw and his men have achieved with the XJR6 during the winter break. At Silverstone, we were equally surprised by Cheever and Warwick's trouble-free run after 1000 km and 4h 48m of hard racing. To watch the Jaguar pass was a pleasure as it cornered as if on rails at speeds of upto 10 kph quicker than its closest rivals. The performance of the 'ageing' atmospheric V12 engine was enough to make the drivers of turbo-powered cars go green with envy.

The technical achievements that Walkinshaw has applied to his cars are enough to put him amongst the greats. After his successes in the European Touring Car Championship in 1985 and 1986, you get the impression that everything the man touches turns to gold. The relationship between TWR and Jaguar is about to bear fruit.

Gordon Spice was another man to impress. The day before the British race, one of his two Pontiac Fiero's won its class at the Laguna IMSA race on only its third outing. The car's Group C2 win at Silverstone was a credit to the relaxed yet professional organisation of the team

As Bell and Stuck found out for themselves, the factory Porsches were unable to match the pace of the leaders.

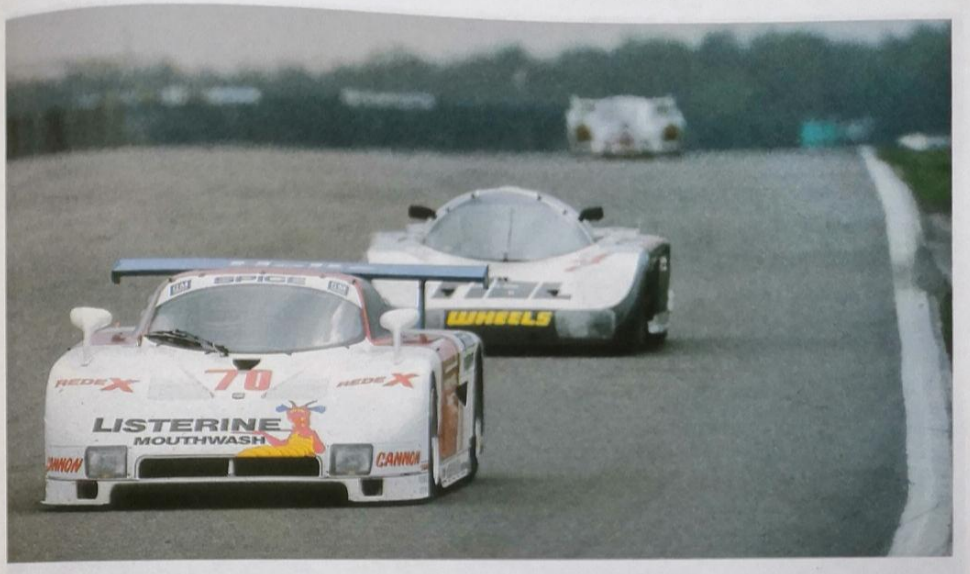
within which Spice himself is always the first to set the example. But Gordon should be wary of Ecurie Ecosse whose Austin Rover-powered car very nearly got the better of the Fiero. For 159 of the 212 lap race, Mallock/Wilds led Spice/Bellm. In Gp. C2 too, the rest of the season looks exciting.

THE RACE

The first 1000 km race of the season got underway in front of a Bank Holiday crowd of over 25,000 come to cheer on the British Jaguar team. As the flag dropped, the Porsches got away badly, especially Bell who was immediately caught by the two XJR6s eager not to let Nannini get too far ahead. By the end of Lap 1, the Lancia led ahead of Warwick, Gartner, Schlesser, Bell, Boutsen, Wollek, Larrauri and Thackwell aboard the Kouros Mercedes. Three drivers had been entered for this car including Nielsen who arrived at Silverstone during the night preceding the race after his F3000 race at Vallelunga. Rousselot brought his Cougar back into the pits with the front left wing and suspension damaged following a brush at the start with Finotto's Alba. Nearly three quarters of an hour were needed to get everything ship-shape again. The incident hadn't stopped the Italian from taking the lead in Gp. C2 ahead of the Spice, the Ecosse and the two Gebhardts. During the third lap, however, Finotto headed for his pits, just as Siegfried Brunn came back out on to the circuit with the ex-Joest 936.

Meanwhile, Nannini was already beginning to catch the tail-enders and began to lap them on Lap 4, breaking Palmer's track lap record of 1m 15.86s by 0.64s in the process. In fact the order out front changed very little as the race settled down except that Boutsen, who was having problems with his brakes, pulled into the pits where repairs took all of 8 minutes. By Lap 10, significant gaps were beginning to form. Nannini's lead was already 13s over Cheever who was, in turn, 5s ahead of Schlesser and Konrad. Bell, apparently unable to match the pace of the leading four, was 34s adrift of the Lancia driver. The Kouros was locked in combat with Larrauri's Porsche which made for some spectacular braking into the chicane but they were preceded by Palmer and Wollek who were trying their best not to lose touch with the pack. At first surprised by the rhythm of the leaders, the Frenchman eventually decided to close and overtook his team mate on Lap 24. Just 5s separated Nannini and Warwick after 25 laps and the public loved it.

As expected, the Kouros was the first car



First Gp. C2 victory for the Spice Pontiac of Spice/Bellm on only its second outing.

to stop for refuelling and to change drivers on Lap 33, 3 laps before Larrauri, 4 laps before Weaver, Bell, Laessig and De Villota and 5 laps before Nannini, Schlesser and Wollek. Warwick was last to stop whilst things were not going at all well in the Porsche camp. Mass lost 30s when he encountered difficulty in selecting a gear before dropping about 8s a lap because of transmission problems. The battle between De Cesaris and Cheever took up where Warwick and Nannini had left off. On Lap 48, the Jaguar took the lead but the American driver's lead never exceeded 5s whilst Brancatelli was 30s adrift, the best Porsches (Needell, Niedzwiedz and Stuck) had been relegated to a lap behind, Velez two laps and Mass three. In Gp. C2, the Ecosse had pulled out a lap lead and the Spice had dropped four laps as a result of fuel-feed problems.

The order of stopping for the second driver change was the same as for the first. Once again, Nannini and Warwick found themselves together and the pair were to swap the lead no less than three times in nine laps. It's a long time since we've witnessed racing this close in Endurance. Shortly before mid-race distance, the Lancia retook command as the Jaguar lost its rear right wheel fairing following a puncture. Warwick headed immediately for the pits, to be replaced by Cheever. Seven laps later, the XJR6 had caught back up with the Lancia since Nannini, too, had called into his pits for a driver change. Unfortunately, over a minute was lost because of a rather delicate brake pad change on the LC2 and, when De Cesaris returned to the track, the Jaguar's advantage over the Lancia was nearly three quarters of a lap. The Porsches continued to lose ground, happy to be able to fight amongst themselves for fourth place. At that game, Bell and Mass appeared to be the most able, their car preceding that of Gartner/Needell, Weaver/Niedzwiedz and Barilla/Follmer/Morton.

Suddenly the sun made an appearance, reinforcing the party atmosphere that was building up even if the XJR6 of Schlesser and Brancatelli lost time in their pits to sort out gear-selection problems. Warwick and Cheever were able to maintain their advantage over the Lancia when, on Lap 135, De Cesaris found himself with zero fuel-pressure. The unhappy Italian was forced to head for the pits where the LC2 was immobilis-

The debut event of the Porsche-engined Cougar C12 was spoilt by an accident on the first lap.

ed for all of 50 minutes. For honour's sake, the Italian mechanics got the LC2 working again and sent Nannini out again for four laps, time for him to set a track lap record which was not to be beaten. With Lancia out, the Jaguar was clear to win and, at 17h13 precisely, the XJR6 crossed the finish line in first position, a fine reward for Tom Walkinshaw. Bell and Mass finished second, thus maintaining their position as leaders of the drivers' championship, a modest consolation for Porsche.

In Gp. C2, Ecurie Ecosse suffered an enormous disappointment when the Austin Rover engine blew on Lap 159 after Mallock and Wilds had dominated the class since the start. Eventual winners of the category were Spice/Bellm. By finishing fifth with their ALD, Descartes and Heuclin were extremely relieved after spending two-thirds of the race with only second and fourth gears! ■

The Kremer Porsche of Gartner/Needell finished in the top three.

SILVERSTONE 1000 KM

Round 1 of World Sports Prototype Championship for makes. Round 1 of World Sports Prototype Championship for drivers.
Track length: 4.718 km/2.932 miles.
Race length: 212 laps or 1000.21 km/625.14 miles.
Weather: dry track surface for both testing and race.
Entered: 45. **Scrutineered:** 38 (including Porsche, Lancia, Jaguar and Kouros spare cars). **Qualified:** 33. **Starters:** 32. **Finished and Classified:** 21. **Retirements:** 11.

PREVIOUS WINNERS

(last five editions)
1985: **Ickx/Mass** (Porsche 962C)
1984: **Ickx/Mass** (Porsche 956)
1983: **Bell/Bellof** (Porsche 956)
1982: **Patrese/Alboreto** (Lancia Gp. 6)
1981: **Schornstein/Grohs/Röhrl** (Porsche 935)

RETIREMENTS

Mallock/Wilds, engine.
Nannini/De Cesaris, fuel pressure.
Courage/Rousselot, engine.
Brain/Andrews, oil pressure.
Dickens/Payne, gearbox.
Olivar/Leim/Adams, gearbox.
Wollek/Mass, transmission.
Ashmore/Kimpton/Thomman, unknown.
Finotto/Facetti/Melgrati, injection.
Cleare/Konrad/Robert, engine.
Los/Graham, engine.

GROUP C2 FIA TROPHY (teams)

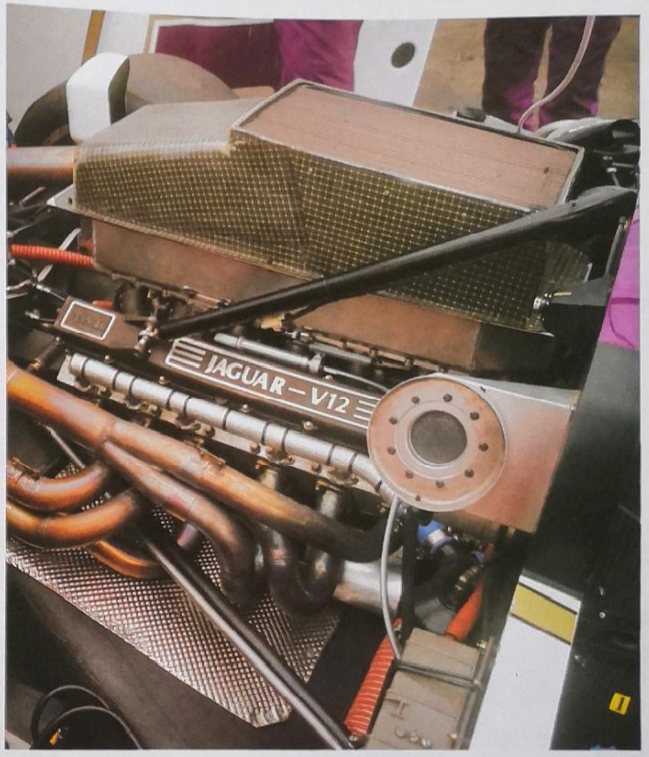
(after 1 event)

1. **Spice Engineering**	**20 points**
2. Kelmar Racing	15 points
3. A.D.A. Engineering	12 points
4. Jens Winther Danmark	10 points
5. Automobiles Louis Descartes	8 points
6. Simpson Engineering Ltd	6 points

QUALIFYING TIMES

Nannini/De Cesaris (Lancia Martini)	1m 10.81s
Stuck/Bell (Porsche 962C)	1m 12.56s
Warwick/Cheever (Jaguar XJR6)	1m 12.88s
Gartner/Needell (Porsche 962C)	1m 13.63s
Schlesser/Brancatelli (Jaguar XJR6)	1m 13.90s
Barilla/Morton/Follmer (Porsche 956)	1m 14.68s
Boutsen/Sigala (Porsche 962C)	1m 14.81s
Wollek/Mass (Porsche 962C)	1m 15.17s
Larrauri/Pareja (Porsche 962C)	1m 15.22s
Weaver/Niedzwiedz/Lloyd (Porsche 956)	1m 15.58s
De Villota/Velez (Porsche 956)	1m 15.93s
Pescarolo/Thackwell/Nielsen (Kouros Mercedes)	1m 16.28s
Laessig/Ballabio/Wood (Porsche 956)	1m 20.48s
Katayama/Terada (Mazda 757)	1m 21.96s
Spice/Bellm (Spice Pontiac Ford)	1m 22.40s
Finotto/Facetti/Melgrati (Alba AR6 Carma)	1m 22.66s
Kennedy/Yorino (Mazda 757)	1m 22.72s
Courage/Rousselot (Cougar C12 Porsche)	1m 22.92s
Brunn/Schuster (Porsche 936C)	1m 23.23s
Mallock/Wilds (Ecosse GC286 Austin Rover)	1m 24.08s
Cleare/Konrad/Robert (March 85G Porsche)	1m 24.22s
Brun/Jelinski (Porsche 956)	1m 24.25s
Dickens/Payne (Gebhardt JC 853 Ford)	1m 24.40s
Barberio/Gellini/Nicholson (Tiga GC 85 Ford)	1m 25.41s
Harrower/Clements (Gebhardt JC 843 Ford)	1m 25.42s
*Hoy/Chapman/Murphy (Tiga Hart TS 85)	1m 26.75s
Los/Graham (March 84G Porsche)	1m 27.12s
*Thyrring/Sheldon (Tiga GC 286 Ford)	1m 27.62s
Cohen/Olivar/Leim/Adams (Bardon DB1 Ford)	1m 27.75s
Jones/'Stingbrace'/Smith (Simpson C 286)	1m 27.96s
Winther/Mercer (URD BMW)	1m 28.86s
Brain/Andrews (Tiga GC 286 Ford)	1m 29.62s
Descartes/Heuclin (ALD BMW)	1m 31.97s
Ashmore/Thomman/Kimton (Ceekar Ford)	1m 33.85s
**Piper/Brodie (Royale Mitsubishi)	1m 41.23s

*did not start
**did not qualify



GROUP C2 FIA TROPHY (drivers)

(after 2 events)

1. **Spice, Bellm**	**35 points**
3. Barberio	25 points
4. Jelinski, Dickens	20 points
6. Gellini	15 points
7. Harrower, Clements Dyrstad, Schanche	12 points
11. Frey, Winther, Mercer	10 points

etc

WORLD SPORTS PROTOTYPE CHAMPIONSHIP (makes)

(after 1 event)

1. **Silk Cut Jaguar**	**20 points**
2. Rothmans Porsche	15 points
3. Porsche Kremer Racing	12 points
4. Liqui Moly Equipe	10 points
5. Danone Fitzpatrick Porsche	8 points
6. Joest Racing	3 points
7. Kouros Racing	3 points
8. Brun Motorsport	2 points

etc

WORLD SPORTS PROTOTYPE CHAMPIONSHIP (drivers)

(after 2 events)

1. **Bell, Stuck**	**35 points**
3. Cheever, Warwick	20 points
5. De Cesaris, Nannini, Gartner	15 points
8. Brun	14 points
9. Niedzwiedz	13 points
10. Sigala, Needell	12 points
12. Larrauri, Pareja	11 points

etc

FINAL RESULTS

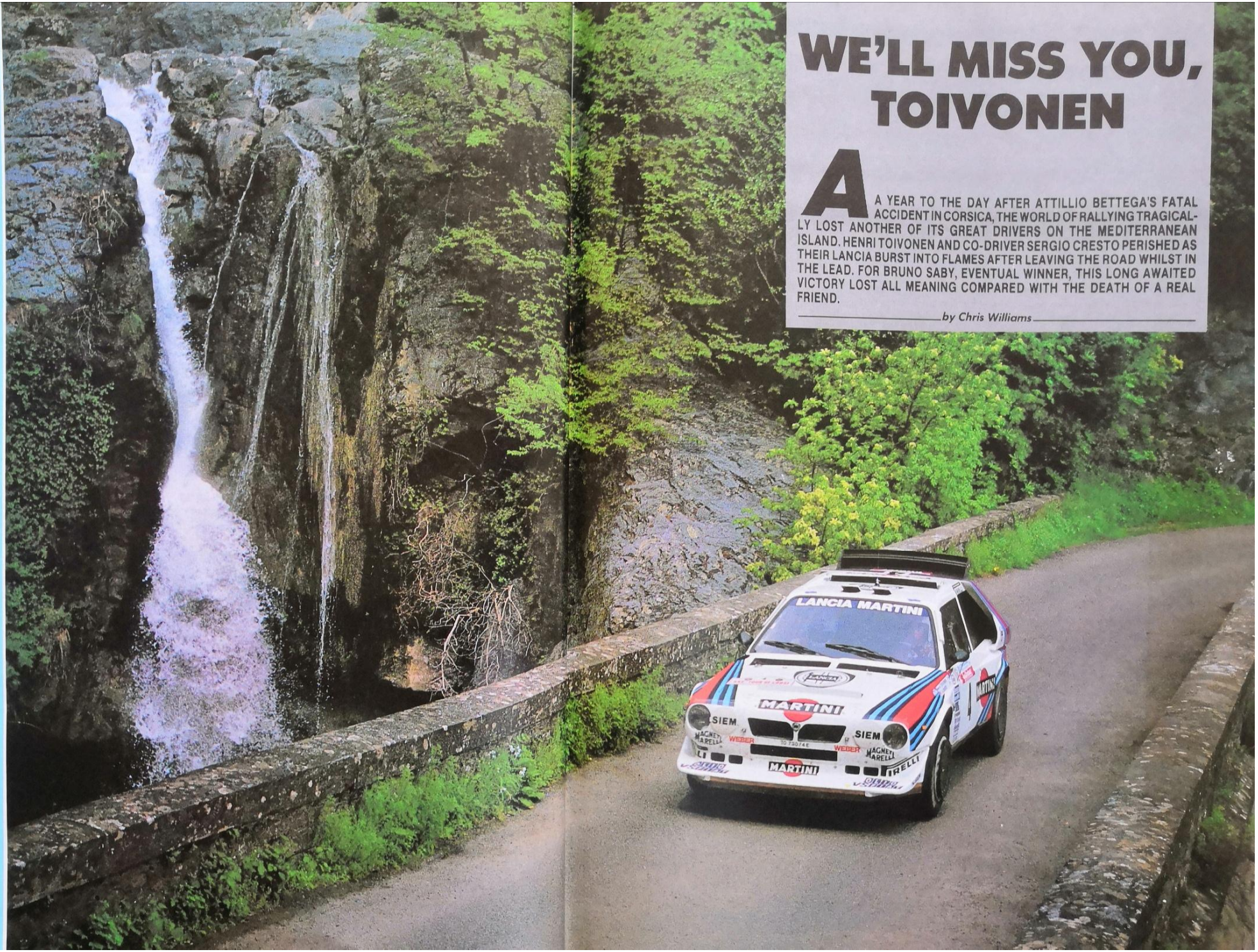
1. **Warwick/Cheever (Jaguar XJR6) 212 laps in 4 hours 48m 55s, at an average speed of 207.71 kph/129.82 mph.**
2. Stuck/Bell (Porsche 962C) 210 laps.
3. Gartner/Needell (Porsche 962C) 207 laps.
4. Weaver/Niedzwiedz (Porsche 956) 206 laps.
5. De Villota/Velez (Porsche 956) 206 laps.
6. Barilla/Folmer/Morton (Porsche 956) 205 laps.
7. Schlesser/Brancatelli (Jaguar XJR6) 204 laps.
8. Pescarolo/Thackwell/Nielsen (Kouros Mercedes) 203 laps.
9. Brun/Jelinski (Porsche 956) 203 laps.
10. Larrauri/Pareja (Porsche 962C) 203 laps.
11. Boutsen/Sigala (Porsche 962C) 200 laps.
12. Laessig/Ballabio/Wood (Porsche 956) 195 laps.
13. Katayama/Terada (Mazda 757) 194 laps.
14. **Spice/Bellm (Pontiac Spice) 192 laps (1st Gp. C2)**
15. Barberio/Gellini/Nicholson (Tiga Ford) 187 laps.
16. Harrower/Clements (Gebhardt Ford) 185 laps.
17. Brunn/Schuster (Porsche 936C) 180 laps.
18. Winther/Mercer (URD BMW) 177 laps.
19. Kennedy/Yorino (Mazda 757) 174 laps.
20. Descartes/Heuclin (ALD BMW) 159 laps.
21. Jones/'Stingbrace'/Smith (Simpson Ford) 136 laps.

Race lap record: Nannini (Lancia Martini) in 1m 13.95s, at an average speed of 229.65 kph/143.53 mph.

WE'LL MISS YOU, TOIVONEN

A YEAR TO THE DAY AFTER ATTILLIO BETTEGA'S FATAL ACCIDENT IN CORSICA, THE WORLD OF RALLYING TRAGICALLY LOST ANOTHER OF ITS GREAT DRIVERS ON THE MEDITERRANEAN ISLAND. HENRI TOIVONEN AND CO-DRIVER SERGIO CRESTO PERISHED AS THEIR LANCIA BURST INTO FLAMES AFTER LEAVING THE ROAD WHILST IN THE LEAD. FOR BRUNO SABY, EVENTUAL WINNER, THIS LONG AWAITED VICTORY LOST ALL MEANING COMPARED WITH THE DEATH OF A REAL FRIEND.

by Chris Williams



TOWARDS MORE DEMOCRATIC RALLYING?

Before leaving Corsica with the rest his Lancia team, Cesare Fiorio made a short announcement to the press. Visibly moved, he talked briefly about what he believed to be an alarming lack of harmony between the rally cars of the moment, the roads over which they were being asked to compete and the physical limits of the drivers. He went on to say that no single element was at fault but that something had to be done quickly to get the situation back under control. Given that there is no way that drivers' physical limits can be changed, that it would be impossible to ensure circuit-type security for sometimes thousands of kilometres of track, Fiorio's announcement led most to conclude that the Lancia boss was for a revision of the regulations concerning today's cars.

The debate opposing those for and against the racing of disguised F1 cars along exposed mountain roads, in tree-lined British forests or over the open-to-public roads of the Kenyan bush was underway. Michèle Mouton, Audi Quattro driver at the time that Gp. B was first introduced and now occasional member of the official Peugeot team, is aware of the way the situation has evolved. *"Corsica was the first time I had driven the Evolution 2 car. At the end of the first stage, both I and Fabrizia (Pons) believed that we must have lost over a minute to the others. We had the impression that we could have gone much faster. When I learned that I had set third fastest time, just seven seconds adrift of Bruno and ahead of the Lancias, I could hardly believe it. The Evolution 2 car is so much easier to drive than the E1 and even if it does boast over 100 bhp more, I feel much safer driving it. The problem is that, even if it is easier to drive today's cars, at the sort of speeds we are doing, the slightest fault is likely to have frightening consequences."*

Others believed that the proposed Group S regulations would be a step in the right direction by bringing maximum power down to a more controllable level at 300 bhp but, whatever the views expressed, everybody agreed that measures should be taken to render cars less lethal in case of fire.

FISA'S MEASURES

Even before competing cars had arrived at the Ajaccio finish, Jean-Marie Balestre announced the measures that FISA was going to adopt to bring some sort of reason back to the world of Rallying. The news came as a bombshell, nobody had thought for a minute that the governing body was going to be so radical, so soon after Toivonen's accident and without, apparently, any consultation with the major parties concerned, namely the drivers and the constructors.

The communiqué reads as follows: *"FOR THE REST OF THE 1986 SEASON: 1/ The immediate cessation of all new homologations of evolution versions of Group A and Group B cars. 2/ The prohibition of skirts as from May 20, 1986. FISA is also considering other prohibitions concerning bodywork material, as from October 1, 1986. 3/ Limitation of the length of the legs of rallies, by placing a limit on the distance and duration of special stages. This decision applies immediately to all rallies. 4/ The obligatory fitting to all Group B cars of an automatic fire extinguishing system which protects both the engine and crew compartments. This is in addition to the extinguisher at present compulsory. "AS FROM JANUARY 1, 1987: 1/ The cancellation of the future Special Rally Group (Group S). 2/ The prohibition in all rallies of Group B cars, except models of low power (in this group) that will be indicated in a list which will be drawn up by FISA. 3/ The prohibition of certain materials from use in the construction of cars of all groups. 4/ The creation of a new World Rally Championship for drivers and for makes reserved exclusively for Group A cars of which 5,000 examples must have been constructed. 5/ FISA will study all the possibilities of using Group B cars under new conditions."*

Although some of the points are open to interpretation, it would appear that Mr. Balestre's intentions are clear: Rallying drastically needs to be brought back down to a more human and democratic level. While official reactions to the announcement are rare as most manufacturers await more precise details, the measures have, on the whole, been greeted with optimism. The British and the Swedish were against the introduction of Group B in the first place back in 1981, so it comes as no surprise to learn that Ford, for example, welcome the news despite the now-wasted investments which have gone into developing the soon-redundant RS200. Elsewhere, manufacturers' reactions coincide with whether they have a competitive Group A car in the pipeline. Cesare Fiorio says he is for the changes, but Lancia do have a Gp. A Delta 4x4 nearly ready. Peugeot, on the other hand, have a lot to lose as no current or planned model is likely to be available for the beginning of next year to defend the French company's World Championship title(s) ('85 and '86?) in 1987.

Jean Todt, Peugeot competitions manager, criticises FISA for introducing the changes with no preliminary consultation with BPICA, the constructors' representative body at FISA, but, according to Pierre de Conninck, FISA's assistant general secretary, the dossier has in fact been discussed for over a year and a half, ever since serious accidents first began to hit top-level Rallying. It would appear that certain manufacturers constantly prevented the dossier from going through. In any case, Balestre defends his actions on the grounds that the current regulations provide for changes *"on safety grounds at any time and without notice."*

The drivers we have been able to talk to are, in the majority, for the changes although they are certain that the hierarchy and shape of the sport are about to undergo a radical change. *"I for one believe that Balestre's measures are a useful step towards improved safety, a more spectacular show for spectators and more pleasure at being behind the wheel,"* declared Jean Ragnotti who is in a rare position to know what he is talking about. Twice winner of the Tour of Corsica with the Gp. B Renault 5 Turbo in 1982 and 1985, the Frenchman was this year driving a Gp. A Renault 11 Turbo. All of a sudden, to beat the likes of privateer Alain Oreille in a similar car had become more difficult but, for Ragnotti, it is the sort of challenge he loves.

The main thing now is that the details of the new regulations, whenever they are made public, ensure a certain stability in the sport for the years to come and that they include a means of preventing the sort of escalation in power and performances we have encountered with Group B over recent years. Otherwise, very shortly, we'll all be back to square one.

Twice winner of the Tour of Corsica, Ragnotti was helpless against Loubet's Alfa in Group A.

For the last day and a half, Henri Toivonen and Bruno Saby had been locked in an intense duel, the Finn's Lancia Delta and the Frenchman's Peugeot 205 T16 fighting hard for supremacy after nearly 600 km of stages of this all important round of the World Rally Championship. In the heat of the mediterranean spring, Toivonen had pulled out a small lead of just 2 minutes and 45 seconds over a determined Saby, handicapped it should be said by severe oversteering problems. Had it not been for a straight-on towards the end of the stage preceding the Corte rest halt and the consequent refusal of the Peugeot driver's car to restart, the margin would have been even narrower. Only 4 of the 16 fastest times up to that point had escaped the Finn, however, and it was Saby who was forced to do all the chasing, obliged to maintain a constant pressure on his Lancia rival if he was to score the first World Championship victory of his career.

At Corte, a grey town situated at the very heart of the mountainous island, the drivers were relieved to rest a while. The prevailing atmosphere between the two leaders was one of friendly rivalry but, in front of French TV cameras, Toivonen was recorded as saying that he was nevertheless physically very tired. During the last few days of practice before the event, he had been suffering from flu and had only been able to start thanks to the antibiotics administered by Ben Bartoletti, Lancia team doctor. By Corte, his flu had disappeared.

At minute intervals, the rested crews began to leave parc fermé and headed for the start of SS18, 17th stage of the rally after the cancellation of SS12. At 14h53 precisely, the Lancia Delta N°4 left the stage start line. What happened afterwards nobody will ever know for sure. First news of the accident stated that Toivonen and Cresto had left the road 7 km after the start. The car was in flames as were the trees in the immediate vicinity, but the crew were unhurt. Alas, while it was true that the Lancia was burning, the distressing confirmation began to filter through that the crew were trapped, probably unconscious, inside the car.

MOUTON: "IN MY NOTES, I'D MARKED THE BEND WITH TWO EXCLAMATION MARKS. IT WAS THE TRICKIEST PART OF THE STAGE"

The Peugeot of Saby and Fauchille arrived at the bend exactly a minute afterwards. The French crew could see smoke coming out of the trees some 4 or 5 yards down the bank but only when they were flagged down by horrified spectators 200 metres later did they realise that something serious was afoot. Saby immediately reversed back to the corner, jumped out of the Peugeot and started to climb down to the burning car. The flames were already too high, the heat put out by the mixture of burning kevlar, magnesium and petrol too intense. Bruno could do nothing other than stand helplessly by and witness the horrific scene of his rivals, but above all his friends of long-standing, perish in the bent and burning Lancia carcass. Fauchille had grabbed the radio. *"They're finished,"* he cried out in a state of shock. *"Toivonen's gone off and the car's burning."* Other crews started to arrive on the scene. Biasion, Chatriot, Alen, Loubet, Ragnotti, Torre and Neri. In turn, they were confronted with the tragic reality of the drama as the Delta continued to burn for over half an hour. Amongst themselves, the drivers began to try and establish exactly what had happened. Initial reports suggested that Toivonen was distracted by a small engine fire and left the road because of a fraction of a second's inattention. Very soon, however, the general opinion was that the accident was nothing other than the sort of incident which occurs in rallies the world over. Michèle Mouton described the bend in question as *"the trickiest part of the stage. In my notes I'd marked it with two exclamation marks. It was a progressively tightening left-hander. Speed on entry would have been in the region of 120 kph, 70 kph on exit. It was the sort of bend where, if you weren't on the perfect line, the car would tend to oversteer, pushing you towards the outside."* Mouton's analysis is one of someone who is familiar with the Corsican roads. Henri, on the other hand, had only been to the island once before with the Talbot Lotus team in 1981 and his recce this year was cut short when he caught the flu. It is possible that his limited understanding of the subtleties of the Corsican roads was fatal, especially given the pace at which he and Saby were conducting their duel.

When Jean Ragnotti saw the tyre marks that the Lancia had left on the tarmac, his thoughts tended to confirm Mouton's analysis. *"I think he must have entered the bend a bit too quickly. Judging by*

Markku Alen appeared to be driving well below his capabilities in Corsica. A sign that the great driver no longer has the same motivation behind the wheel of today's monstrous Group B cars?

122 crews left the Ajaccio start in bright, sunny conditions. Saby was immediately fastest in front of his two Peugeot team mates, Salonen and Mouton. Toivonen was in touch with the leading trio, Biasion's Lancia and the Renault 5 Maxi Turbo of Chatriot were slightly adrift. Alen lost over a minute to Saby, complaining at the stage finish of brake problems but, from where we were watching, the Finn's heart did not really seem to be in it. Given the optimism of the Austin Rover drivers at the start, the performance of the Metros of Pond and Wilson was somewhat disappointing. Auriol's ARG France-entered Metro crossed the finish line with a blown engine but, based on intermediary times taken after 15 km of the 38 km stage, he was fastest of the three despite having to battle hard with unfamiliar right-hand drive. Loubet's advantage was already more than 30s over the Renault 11 Turbos of Ragnotti and Oreille in Gp. A and Corsican driver, Bernardini, was early leader in Gp. N with his BMW 325i after Dongues had a small off in his Renault 5 Turbo. Wittman was obliged to do the last 15 km in first when the gearbox of his VW Golf stuck.

By the end of SS2, Salonen and Saby were equal leaders, the Frenchman complaining of handling problems with his Peugeot 205 due to overheating of the rear tyres. *"I can't understand it,"* complained Bruno, *"I had no problems whatsoever during pre-event testing. Neither Timo nor Michèle have encountered the same phenomenen despite the fact that my driving style on tarmac is usually smoother and more fluent."*

To give an idea of the incredible progress that has been made over the last twelve months, it is worth noting that Salonen's time was 20s faster than Vatanen in 1985 over the same 24 km stage. In Gp. A Loubet was again fastest ahead of Ragnotti but Oreille lost over 2m when the throttle cable support broke.

SS3 saw Toivonen record the first of an impressive series of fastest times, in fact the Finn was only to be beaten on two stages before his fatal accident on SS18. Salonen's second fastest time ahead of Mouton and Saby left him momentarily clear leader. Wilson and Pond could do nothing against the three Lancias, the three Peugeots and even Chatriot's Renault. Pond was complaining of a slipping clutch and Oreille suffered a further two minute penalty when he checked in at the stage start after repairs to his accelerator before leaving the road for good on SS5.

On the same stage, Wilson's problems started when the Metro's drive to the front wheels became virtually inexistant, the fault being traced back to the failure of a front half-shaft. By the traditional Quenza lunch halt, Toivonen was clear leader, 23s ahead of Saby, 28s ahead of Salonen and 49s ahead of Mouton. Biason was slightly adrift, 1m 11s behind his team mate whereas Chatriot led Alen by 2s, but both were over 2 minutes behind Toivonen. Loubet was nearly 2m in front of Ragnotti in Gp. A.

As crews headed north towards Bastia, Toivonen's domination continued, taking 5 fastest stage times out of the 6 which preceded the first overnight halt. Wilson's headaches worsened when the English driver was forced to do the 50 km 7th stage without power assisted steering before collecting a puncture on the following test, the crew being forced to stop and change wheels. On SS9, the Metro overheated alarmingly and the cause was found to be that the core plug had worked loose allowing the water to drain away. Water was added but, on SS10, Wilson was forced to stop when the V6 began to get hot again. A quick check confirmed that the core plug was still in place but it was noticed that the radiator had been holed. More water was added and the British crew were able to continue until a small fire started in the engine bay when the fanbelt came loose and fell onto the exhaust. Mouton's rally ended on the same stage when she encountered gear selection problems. The Peugeot mechanics explained over the radio how to select fourth and the French lady was able to finish the remaining 23 km at a crawl. The time lost, however, was too much and her rally was over.

The only leading crew to suffer on the long and gruelling Borgo stage, the last before the Bastia halt, was Del Zoppo whose rally ended when the Fiat Uno's engine failed. As the remaining 70 crews arrived at Bastia, Toivonen's lead over Saby was 1m 42s, the Frenchman's handling problems having handicapped him throughout. Despite having changed nearly everything (anti-roll bars, springs, etc), the Peugeot engineers were unable to pin-point the reason for the problem. Biasion was lying third but already 3m 18s adrift of Toivonen. Chatriot and Alen followed respectively 8m 21s and 10m 55s behind the Finnish Lancia driver and Pond was 6th, 12m 46s adrift. Loubet's lead in Gp. A was 3m 23s over Ragnotti and an interesting battle was developing between works driver, Kenneth Eriksson, and the Corsican driver, Laurent Poggi, the advantage going to the latter.

As crews set out for the second leg which was to take them across the island from Bastia to Calvi, Pond's clutch problems were resolved when the Metro's transmission and gearbox were replaced, Pond profiting from the change to fit a 25/75 drive split instead of the 33/67 split at the start. Saby, despite being the only remaining representative of the French make, was intent on catching Toivonen and was fastest on SS13, first stage of the morning whilst Ragnotti began to have problems with the turbo on his Renault 11 which were to lose him nearly two minutes compared with Loubet over the next two stages.

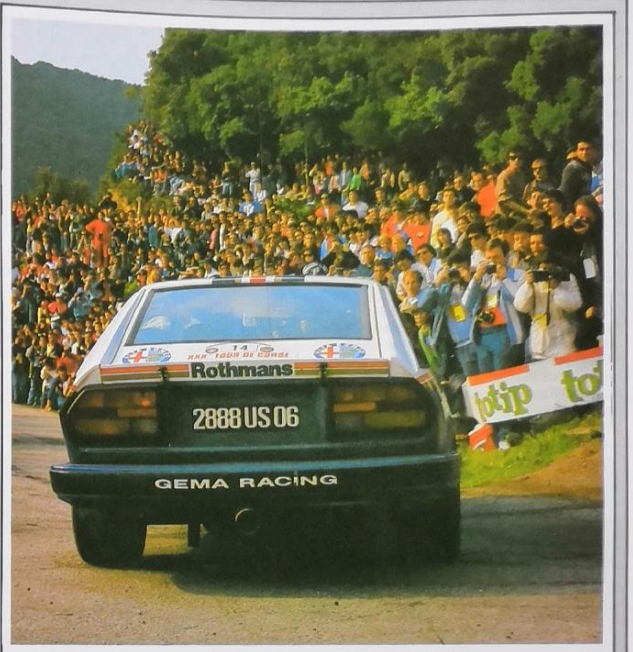
Biasion lost little time following a slow puncture on SS14, the stage which saw the end of Pond's rally with a broken cambelt. Otherwise positions remained stable until the Corte rest halt. Toivonen had extended his lead to 2m 45s over Saby who lost over 40s on SS17 when his 205 went straight on at a corner as a result of the French car's handling problems. The crew missed a heartbeat or two when the Turbo 16 refused to start after the incident. Poggi span on SS16, damaging the rear end of his Golf. On the following stage, he was only able to finish after being pushed by the BMW of fellow Corsican and Gp. N leader, Bernardini. In all, half a dozen minutes were lost, allowing Eriksson to regain third place in Gp. A.

Positions after SS17 at Corte;

1. Toivonen; 6h 39m 41s. 2. Saby; 6h 42m 26s. 3. Biasion; 6h 44m 33s. 4. Chatriot; 6h 51m 38s. 5. Alen; 6h 53m 52s. 6. Loubet; 7h 16m 59s (1st Gp. A). 7. Ragnotti; 7h 22m 11s.

The real rally ended after just 7 km of SS18 when Toivonen fatally left the road in circumstances described elsewhere in these pages. Alen and Biasion retired their Lancia Deltas instantly. The rest of the second leg was neutralised and, on arrival at Calvi, Saby and Chatriot in Group B, and Loubet and Ragnotti in Group A decided to continue the rally but keeping their respective positions at the time of Toivonen and Cresto's accident. Bernardini was untouchable in Gp. N when Dongues retired after an off. Only the local Corsican drivers were left to entertain the spectators, making a point of honour of their final positions. Eriksson finally finished 3rd in Gp. A but fellow VW driver, Wittman, retired on the ultimate stage of the rally with a blown headgasket, depriving the German of precious points in the World Gp. A Drivers' Championship. 31 crews finished the event. ■

Fourth at the start of the fatal 18th stage, Chatriot proved that he has become a fully mature driver with a clear and precise understanding of what rallying is all about.



Yves Loubet was yet again supreme in Group A on home territory.

TEAM BY TEAM

The 30th Tour of Corsica was expected to be a further battle between Peugeot and Lancia. The French manufacturer had entered three 205 Turbo 16 Evolution 2s for Salonen/Harjanne, Saby/Fauchille and Mouton/Pons. In an effort to reduce understeer in tight bends, the 205's shock absorbing had been revised. For the former Audi lady, it was her first time in an E2 car. All three cars were fitted with the new 6-speed gearbox, but Mouton's car featured an experimental engine which is said to put out 480 bhp, 30 bhp more than the two others. The new power unit, which is said to be fitted with different camshafts and gasket, and which makes use of new materials for the block and exhaust, can run at 3 bar turbo-boost but, for Corsica, pressure was set at 2.8 bars compared with 2.6 bars for Saby and Salonen. The Lancia engineers had concentrated their efforts since Portugal on improving the suspensions and engine of the three Delta S4s entered for Toivonen/Cresto, Alen/Kivimaki and Biasion/Siviero. Power was said to be 440 bhp and the car has been lightened by 30 kg, the differentials are now ZF all round and new rising-rate springs were being used.

Optimism seemed to reign in the Austin Rover camp. The two official Metros for Pond/Arthur and Wilson/Harris have been lightened and now weigh in the region of 990 kg. The drop in power at around 4,500 RPM which has handicapped drivers in the past has been radically reduced.

The two British drivers were joined on the mediterranean island by Didier Auriol whose R.E.D. prepared Metro was slightly heavier and less powerful than the Computervision cars.

Only one Renault 5 Maxi Turbo was at the start, that of main French Championship contenders Chatriot/Périn, but many local Corsican crews had entered ordinary Group B R5s including Manzagol, Rouby, Neri, etc.

The Group A category promised to be a closely fought affair. Monte Carlo Group A winners, Oreille/Oreille, were entered in the Simon Racing prepared Renault 11 Turbo and a similar car was made available by Renault Sport for 1985 winners, Ragnotti/Thimonier. The two factory VW pairings of Wittman/Feltz and Eriksson/Diekmann were once again at the start with Golf GTis and their main opponents in the World Championship for Group A drivers were Del Zoppo/Roggia, Fiorio/Pirollo and Rayneri/Cassina in the Jolly Club entered Fiat Uno Turbos. The private Gema Racing team was hoping to give the new Alfa Romeo 75 V6 its competition debut but a suspension failure during pre-event testing decided the outfit to transfer the car's entire mechanicals into the faithful Rothmans-backed GTV6 which was crewed by Loubet/Andrié. A similar car was entered by Balas/Laine. Group N seemed likely to be a close fight between the BMW 325i of locals Bernadini/Bernardini and the Renault 5 GT Turbo of Dongues/Prioux.

ADIEU, HENRI

I will never forget the 1983 San Remo Rally.
It is late afternoon and the sun is setting slowly over Tuscany casting its subtle hues over the Siena landscape, a patchwork of shade and colour, the rare vegetation picked out in the filtered light of the dying day.
There are no twisting, contour-hugging tracks. Here, the road undulates its way across the low, Tuscan hills, a succession of fast and graceful curves which proudly link crest with crest. From where I stand, it is possible to admire competitors for nearly a kilometre, an experience which thrills the senses, the eyes, the ears: The perfectly controlled drifts as the most talented drivers in the world abandon themselves to the sheer pleasure of their art. The barking medley as they accelerate or change gear, an unrehearsed yet perfectly harmonious score.
But now it's Henri.

The style of the young Finn is unmistakable as the Opel passes in an interminable series of perfectly controlled slides. Not once does the car point directly in the line of the dusty track and, what is more, not once does the tone of the engine dip, Toivonen remains flat out in fifth. Where the others change down a gear, Henri doesn't even lift off, his line ever purer, the Opel's drifts ever longer. His stage times ever faster.
The son of Pauli, 1966 Monte Carlo winner in a Citroen DS21, Henri hit the World Championship rallying scene like a bullet in the late seventies. Born on August 25th, 1956, at Jyvaskyla in Finland, he would have celebrated his 30th birthday this year.
From the outset, Toivonen, who had learnt his art through karts and by racing on frozen lakes, was instantly recognisable by his spectacular style and uncanny sense of balance, attributes which were quickly spotted by the team-managers of the day. At the age of only 23, Henri became part of the Talbot Lotus team in 1980. His full talents were not long in coming to the fore and, at 24, he had scored his first World Championship victory, the 1980 RAC Rally. The Finn's reputation, however, was not founded on victories but more as a result of his inimitable style. Those long, long drifts as he set his car up much earlier than his rivals, accelerating ever sooner, the car perfectly in line. To capture Toivonen in action, photographers were obliged to modify their viewpoints, revise their settings. It was rare to see Henri alter his trajectories through bends once the car had been set up, his lines were always exciting yet perfect. As early as 1982, for example, he was regularly faster than the great Walter Rohrl over the tarmac stages of the San Remo. His principal fault lay in the fact that he possibly too frequently tended to use the verges to execute his flamboyant style, the source of many punctures or small offs that all too often lost him more time than was gained.
Ironically, at a time when many observers

After his serious accident on the Costa Esmeralda, Henri Toivonen seemed to have become a more mature driver.

A generous and spectacular style made Toivonen a favourite with spectators all over the world.

The highlight of Toivonen's career, victory on the 1986 Monte Carlo with Lancia and, for the first time, Sergio Cresto.

expected his approach to mature and settle down, Toivonen began to slip out of the limelight, unable to repeat his RAC success. Probably because he was never really with a competitive team and was all too often considered as the teams' 'hare', expected to set a fast, gruelling pace in order to draw the competition, he went through a period where his confidence in his own ability was low. Thanks to his undoubted talent and the fact that he had practically always lived in the world of motorsport, Henri was never really called upon to suffer to succeed. But wasn't that one of the reasons for his natural charm, his joie de vivre which led him to enjoy every instant of his life to the full? His youthful enthusiasm was limitless. However, at about the time of the 1985 1000 Lakes, he began to suffer deeply from a lack of tangible results, an awareness which was to bring about an even greater Henri Toivonen. A fine showing on the San Remo of that year preceded victory on the RAC shortly afterwards. Although the Finn himself was the first to admit that his win in the British forests owed much to luck, no one can take anything away from the way he dominated this year's Monte Carlo Rally from start to finish. Then, on the Swedish, he spent a great deal of the rally in the lead before retiring with engine failure.
In Corsica, his control of the event was total right up until the fatal accident. One of the world's most gifted drivers had become the best. It is probably because Henri Toivonen was on the crest of a wave that his death, along with that of his new co-driver Sergio Cresto, has left us all with such a distressing feeling of emptiness, a void which will take a long, long time to fill.

Michel Lizin

the traces of rubber, it looks like he tried to provoke a spin to avoid going off. The chassis shows traces of impact at the rear right corner, as if it was that part of the car that hit the trees first." FISA engineer Gabriele Cadringher was on the scene very quickly. Given the estimated speed of the Lancia as it left the road, he calculated that the crew were submitted to a force of 62G on impact. If such a shock had not killed them instantly, it is highly likely that Toivonen and Cresto were unconscious when the car exploded and burst into flames.
Saby, probably the most affected of the drivers who had witnessed the drama, was given the choice by Peugeot boss, Jean Todt, to carry on or pull out. He opted to continue. Alen and Biasion, as well as the remaining Fiat driver, Fiorio, retired on the spot. For them it was the second time in twelve months that the Italian team had been struck by such tragic ill-fate. Attilio Bettega had been killed on exactly the same day in 1985, he too at the wheel of a Lancia carrying the number 4.
The organisers made it clear that the rally was to continue but they also wisely decreed that the three remaining stages of the day be cancelled to give crews time to get over the emotion of the incident. When Saby eventually arrived at the overnight parc fermé at Calvi, his face was drawn, his expression pained, the horrific scene still fresh in his mind.

CHATRIOT: "WE ARE SITTING ON 100 LITRES OF PETROL WITH ENGINES OF UP TO AND BEYOND 500 BHP SQUEEZED IN BEHIND US"

In any other circumstances a great many pressmen would have been particularly proud to announce that the Frenchman was in the lead of a World Championship rally for the first time in his career. Here he was now in a position to bring Peugeot vital points in the title chase, a moment he had dreamed about for nearly 20 years. If Toivonen had simply left the road, if the car hadn't exploded and if Toivonen and Cresto had escaped to tell the tale , it is probable that Saby would have been widely praised for the way he kept up the pressure on the Lancia driver, leaving the Finn with no other alternative but to attack. As it turned out, the 37 year old Frenchman must have spent the whole of the road section back to Calvi reflecting on the real meaning of what he was doing, the value and utility of proving one is the best, the fastest to a point where the lives of fellow drivers and one's own are put at risk. It is commonly said that the drivers are perfectly aware of the dangers involved in their chosen sport. I

wonder if they really are... In any case, Saby's decision to continue was a courageous one.

On arrival at the parc fermé, all eyes were on the Peugeot crew as the 205 mounted the ramp. While Fauchille handed over his time card, Saby remained motionless, his hands tightly gripping the steering wheel, his eyes were staring fixedly into space. Spontaneous yet awkward applause broke out. It was difficult for the crowd, having heard of Toivonen and Cresto's death but knowing little of the circumstances, to know exactly how to react. As it turned out, it would probably have been better to leave Bruno to his thoughts.

When the PTS motorhome turned up, Saby and Fauchille were met by Jean Todt and led to the relative calm and security of the Peugeot mobile headquarters to await the arrival of now second placed Chatriot. His Maxi 5 Turbo parked up, the Renault driver was invited to join the Peugeot crew. After a quarter of an hour or so, Chatriot reappeared. The two French drivers, close friends from their National Championship days, had concluded a non-agression pact, agreeing to maintain their respective positions until the finish.

"THE SLIGHTEST FAULT OR DROP IN CONCENTRATION CAN HAVE TERRIFYING CONSEQUENCES"

Whilst the debate started as to whether Group B cars had gone too far in their development, Chatriot's reactions were extremely pertinent. *"The machines we drive today are extremely tiring to exploit to their full and, whenever things get out of control, the risks are enormous. We are sitting on 100 litres of petrol with engines of up to and beyond 500 bhp squeezed in behind us. With a fully exposed turbo operating at in excess of 800 degrees centigrade and with the wide use of plastic and other highly flammable materials in the construction of today's cars, the potential sequel to any accident is frightening. The intense concentration needed to pilot the Group Bs is physically exhausting. During a rally like the Tour of Corsica, where long stages follow on from each other at an alarming rate, the slightest fault or drop in concentration can, as we have just seen, have terrifying consequences."*

A similar pact was made between the two Group A pace-setters, Ragnotti and Loubet, both of whom, like Chatriot and Saby, had got to know Henri well as a result of the Finn's regular participations in French-based European Championship events in 1984 with the Rothmans Porsche.

The following morning at dawn, the remaining crews set off for what had been planned to be the sting in the tail of the rally, a finale including two stages of over 80 km in length. As the four leading crews did their best to maintain sufficient concentration to finish without making any mistakes, the soul of the 30th Tour de Corse was elsewhere, seven kilometres north of Corte, a region which symbolises the very essence of the island, its people... its rally. ■

FISA ON THE HEAVY SIDE

For the first time in Rallying, competing cars were submitted to a spot check weigh-in during the first day of the Tour of Corsica. The same electronic precision equipment which had been used just days previously at Imola had been specially flown over for the purpose and Gabriele Cadringher, FISA's engineer, Guy Goutard, chairman of the FISA Rally Committee, and other eminent members of FISA and the French governing body (FFSA) set up their secret control at the end of stage 4.

Although competitors had been advised that such a check was likely to take place, the general reaction of crews was one of surprise, especially given the apparent lack of method betrayed by the confused antics of scrutineers and stewards. In their comical efforts to carry out their work with minimal time delay for competitors and with their inexistant experience in the matter, the overriding tone of the proceedings was of short tempered excitability as each member of the team aggressively shouted out conflicting instructions to the bewildered drivers. *"Get out of the car! Put your hand brake on! Get out of the car! Select first gear! Out of the car, I tell you! Put it in neutral!"*

At first happy to weigh just one car of each make, it was decided to control all leading cars after Guy Goutard, who had been standing at the Stop Control some twenty yards away, came to ask why Bruno Saby hadn't been checked.

Drivers' reactions varied from the angry impatience of Alen, whose Lancia was the first car to be controlled, to the passive composure of Timo Salonen and Tony Pond. Alen could be heard loudly claiming ten minutes extra service time to make up for the inhabitual delay but he was bluntly pushed back into his Delta S4 to make way for the next car. Jean-Marc Andrié, co-driver to Yves Loubet, was more cynical. *"I might have known it would happen here,"* he complained. *"Our service time is being eaten up and we have to change a shock absorber before the next stage. They should give some sort of time allowance."*

Although none of the leading cars were found to be underweight, hardly likely since they all carried enough petrol to get them to the next stage start plus a certain amount in reserve, officials seemed to be especially awaiting the Group A Renault 11 of Jean Ragnotti but he too was amply within the limits.

One of the more amusing anecdotes was that, in the confusion, Yves Loubet's Alfa Romeo was weighed with the driver still in the car, busily putting on and taking off the hand brake. As a result, he was recorded at 1124 kg. One of his main rivals in Gp. A, Bertrand Balas, who was struggling to match the Corsican driver's pace, was next along. The weight of his identical Alfa was announced at 1042 kg. When, after much persisting, he was informed of Loubet's weight, poor Balas drove away with a hurt and puzzled look!

There is no moral reason why checks of this kind should not be carried out during events. After all, those whose cars are within the limit have nothing to fear and those who are underweight should be brought to justice. Although the procedure was confused and time consuming, there is no reason why it should take any longer than a stud check on the Monte Carlo for example, once both FISA and drivers become familiar with the exercise in future. In Corsica, two amateurs were excluded for being underweight. For reference sake the precise readings obtained by FISA were: Alen; 1066 kg. Toivonen; 1064 kg. Biasion; 1063 kg. Salonen; 1056 kg. Mouton; 1038 kg! Wilson; 1074 kg. Ragnotti; 926 kg. Del Zoppo; 924 kg.

TECHNICAL DATA

30th edition of the Tour of Corsica.
Date: May 1st - May 3rd, 1986.
5th round of the World Rally Championship for makes and drivers.
Start: Ajaccio.
Finish: Ajaccio.
Route: 29 all-tarmac stages (1106.45 km) planned out of a total route length of 1603.20 km. Only 26 stages were actually completed, total length 1017.76 km. Rally divided into three legs.
First leg: Ajaccio - Bastia, Thursday 1st May from 08h00 to 20h00. Total length of 570.61 km including 11 stages totalling 415.01 km.
Second leg: Bastia - Calvi, Friday 2nd May from 09h00 to 18h00. Total length of 423.16 km provisionally including 8 stages (total length 267.90 km) but three were cancelled as a result of Toivonen's fatal accident leaving 5 stages totalling 179.21 km.
Third leg: Calvi - Ajaccio. Saturday 3rd May from 06h00 to 18h00. Total length of 609.51 km including 10 stages totalling 423.28 km.
Entries: 128. **Starters:** 122. **Finishers and Classified:** 31.
Weather: Fine and dry throughout.

FOR THE RECORD

Drivers: • First works drive for Didier Auriol with the MG Metro • First outing for Michèle Mouton within the official Peugeot team • First World Championship victory for Bruno Saby • François Chatriot and Yves Loubet become A-graded drivers.
Cars: • First victory for Peugeot Talbot Sport on their home event • First outing for the Works Renault 11 driven by Ragnotti • First 1986 World Championship points for Renault.
Rally: • Marked by the tragic and fatal accident of Henri Toivonen and Sergio Cresto on SS18. Remaining official Lancia and Fiat drivers pull out immediately as a sign of respect.

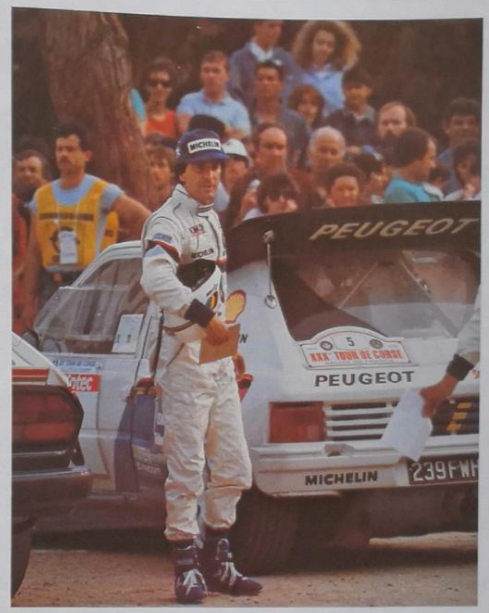
PAST RESULTS

(Last ten editions)
1976: **Munari/Maiga** (Lancia Stratos).
1977: **Darniche/Mahé** (Fiat 131 Abarth).
1978: **Darniche/Mahé** (Fiat 131 Abarth).
1979: **Darniche/Mahé** (Lancia Stratos).
1980: **Thérier/Vial** (Porsche 911SC).
1981: **Darniche/Mahé** (Lancia Stratos).
1982: **Ragnotti/Andrié** (Renault 5 Turbo).
1983: **Alen/Kivimaki** (Lancia 037 Rally).
1984: **Alen/Kivimaki** (Lancia 037 Rally).
1985: **Ragnotti/Thimonier** (Renault 5 Maxi Turbo).

BEST STAGE TIMES

	1	2	3	4	5	6	A	B
Toivonen	12	1	1	2	—	—	16	16
Saby	11	10	3	2	—	—	26	26
Salonen	2	3	—	—	2	—	7	7
Chatriot	1	8	1	4	4	2	20	26
Biasion	—	2	9	—	4	1	16	16
Mouton	—	1	3	4	—	1	9	9
Eriksson	—	1	—	1	1	—	3	26
Rouby	—	—	4	4	1	—	9	26
Neri	—	—	2	2	1	—	5	26
Loubet	—	—	2	1	1	1	5	26
Torre	—	—	1	1	2	1	5	26
Alen	—	—	—	4	6	3	13	16
Wittman	—	—	—	1	2	1	4	25
Ragnotti	—	—	—	—	1	5	6	26
Poggi	—	—	—	—	1	1	2	26
Casanova	—	—	—	—	1	1	2	26
Pond	—	—	—	—	—	5	5	12
Manzagol	—	—	—	—	—	1	1	13
Bernardini	—	—	—	—	—	1	1	26
Gardavot	—	—	—	—	—	1	1	26

A: Number of placings in top 6.
B: Number of special stages covered.



MAIN RETIREMENTS

SS1: **Auriol/Occelli** (engine).
SS5: **Oreille/Oreille** (accident); SS8: **Salonen/Harjanne** (accident); **Balas/Laine** (gearbox); **Rayneri/Cassina** (engine). SS10: **Mouton/Pons** (engine); **Wilson/Harris** (engine). SS11: **Del Zoppo/Roggia** (engine). SS14: **Pond/Arthur** (cam belt); **Dongues/Prioux** (accident). SS18: **Toivonen/ Cresto** (fatal accident). After SS18: **Alen/Kivimaki, Biasion/Siviero, Fiorio/Pirollo** (collective decision to withdraw as a result of Toivonen and Cresto's deaths). SS30: **Wittman/Feltz** (Gasket).

SUCCESSIVE LEADERS

SS1: **Saby.**
SS2: **Saby and Salonen.**
SS3: **Salonen.**
SS4-SS17: **Toivonen.**
SS18-SS30: **Saby.**

WORLD RALLY CHAMPIONSHIP (makes)

(After 5 of 11 rounds)

1. Peugeot	**67 points**
2. Lancia	51 points
3. Audi	29 points
4. Volkswagen	28 points
5. Toyota	20 points
6. Renault	14 points
7. Ford	14 points
8. Subaru	13 points
9. Citroën	10 points

WORLD RALLY CHAMPIONSHIP (drivers of Group A cars)

(After 5 of 13 rounds)

1. Eriksson K. (S)	**27 points**
2. Wittman (D)	16 points
3. Oreille (F)	13 points
Ericsson M. (S)	13 points
Kirkland (EAK)	13 points
Del Zoppo (I)	13 points
Loubet (F)	13 points
8. Ortigao (P)	11 points
Ragnotti (F)	11 points
10. Fernandez (P)	10 points
Tundo (EAK)	10 points
Pettersson (S)	10 points

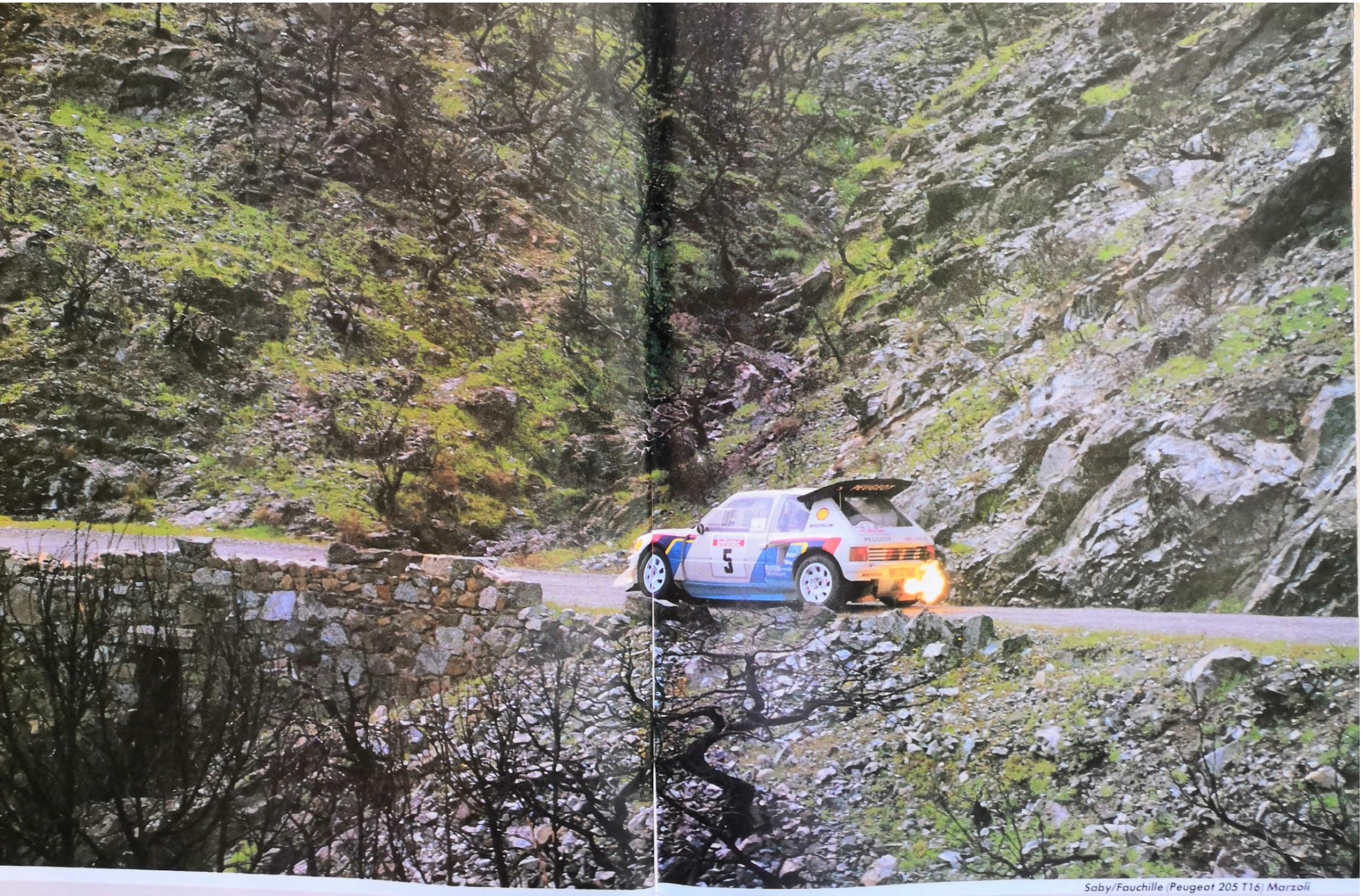
WORLD RALLY CHAMPIONSHIP (drivers)

(After 5 of 13 rounds)

1. Kankkunen (SF)	**36 points**
2. Alen (SF)	27 points
3. Saby (F)	26 points
4. Toivonen (SF)	20 points
Mouthino (P)	20 points
Waldegaard (S)	20 points
7. Salonen (SF)	15 points
Bica (P)	15 points
Torph (S)	15 points
Chatriot (F)	15 points
11. Mikkola (SF)	12 points
Grundel (S)	12 points
Del Zoppo (P)	12 points
Loubet (F)	12 points

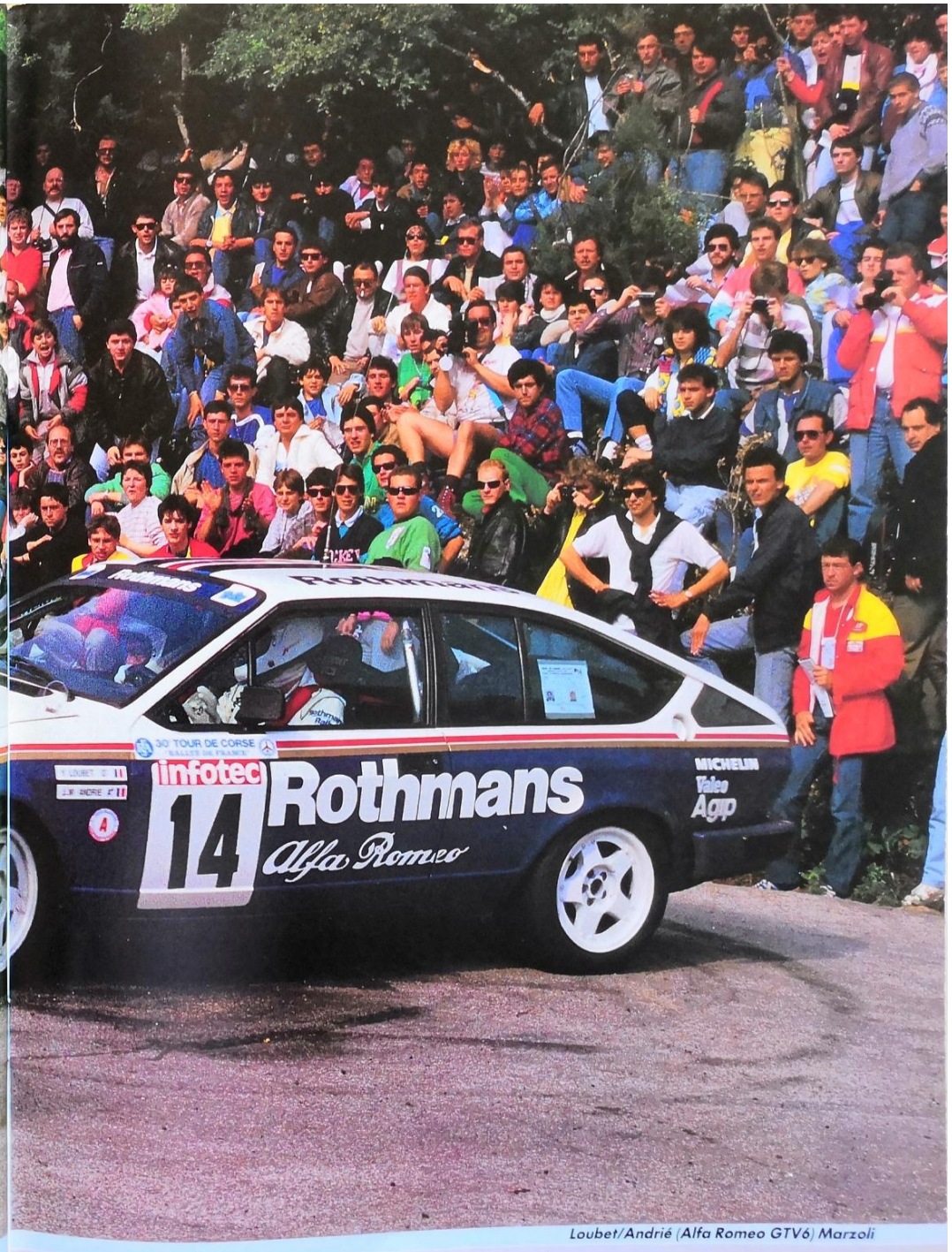
FINAL RESULTS

1. Saby/Fauchille (Peugeot 205 Turbo 16) 11h 52m 44s (1st Group B).
2. Chatriot/Périn (Renault 5 Maxi Turbo) 12h 06m 32s.
3. Loubet/Andrié (Alfa Romeo GTV6) 12h 45m 59s (1st Group A).
4. Ragnotti/Thimonier (Renault 11 Turbo) 12h 56m 12s.
5. Torre/Delafoata (Renault 5 Turbo) 13h 02m 33s.
6. Rouby/Martin (Renault 5 Turbo) 13h 03m 48s.
7. Neri/Demedardi (Renault 5 Turbo) 13h 08m 00s.
8. Erkisson/Diekmann (VW Golf GTi) 13h 09m 21s.
9. Casanova/Martini (Talbot Samba) 13h 21m 32s.
10. Gardavot/Levivier (Porsche 911) 13h 27m 05s.
11. Bernardini/Bernardini (BMW 325i) 13h 33m 53s (1st Group N).



Saby/Fauchille (Peugeot 205 T16) Marzoli

FOR 20 YEARS SABY HAD LONGED FOR WORLD CHAMPIONSHIP SUCCESS BUT, IN CORSICA, A CHILDHOOD DREAM TURNED TO HORROR



Loubet/Andrié (Alfa Romeo GTV6) Marzoli

YVES LOUBET WAS AGAIN UNBEATABLE IN GROUP A ON HIS HO

E EVENT BUT HE TOO LOST A CLOSE FRIEND IN TOIVONEN

GRAND PRIX CONTACT CLUB

Dear GPI,
I would like to express my gratitude for publishing the article in issue 98 concerning the book, 'Stats Galore', I was compiling. I haven't much to report, except that it is hoped that it will be available early next year.
I also brought to your attention the friendship club I have just launched. I am now pleased to say that there are 38 members from 8 nations. The club's purpose is to give motor racing fans the opportunity of making new friends of fellow enthusiasts from both their own country and the rest of the world.
Anyone wanting to join should write to the address below, giving name, address and age, enclosing a stamped addressed envelope or international reply coupon. All ages are welcome as are more female members as they only account for around 10 % of the membership at present.

David Hayhoe
28 Pine Avenue
West Wickham
Kent BR4 0LW
England

NOT ENOUGH

Dear GPI,
I am writing to complain about the poor coverage of all Grands Prix, even the British one, on British television. I totally agree with D.J. Wadsworth (GPI 97), but strongly disagree with John Philips of BBC 'Grandstand' (GPI 99).
Every other sport gets at least 3/4 hour, but motorsport only gets 15 minutes or even less. We try to be patient and sit up at all hours of the night to watch terrible highlights, but can it not be better? I hope other GPI readers who feel the same way will voice their complaints direct to the BBC.

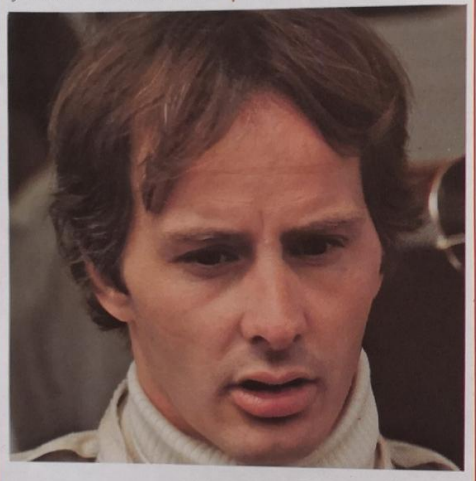
H. Saunders
Cwmsychpant
Llanybydder
Nr lonpeter
Wales

FOUR YEARS AGO

Dear GPI,
On May 8th, 1982, the racing world lost the life of Gilles Villeneuve. Nowhere was this shock felt more than in Canada, especially here in the province of Quebec. This year will mark the fourth anniversary of his death, but his memory still lives on for fans like myself.

Yusuf Karim
14897 Sigma
Pierrefonds
Quebec, Canada

The racing world has not forgotten Gilles either, his memory has been marked by naming a bend after him at the Zolder circuit.



GET WRITING

Dear GPI,
It was a very good idea to start this column for readers views and opinions. I always look forward to seeing what fellow F1 enthusiasts from all over the world think, and I really enjoy reading their letters.
I would like to spur on everyone who has something interesting to say to write in, and let's honour the name of Grand Prix International by making this column as international as possible.

Patricia Fischbach
Brunnenstrasse 4
5449 Sauerbrunnen
West Germany

FISA ACT NOW

Dear GPI,
It is ironic that the very week that GPI No 102 arrived in my newsagent containing stories of the tragic Rally of Portugal and the lucky Ari Vatanen, I should learn of the unfortunate and needless deaths of Henri Toivonen and Sergio Cresto in the ill-fated Tour de Corse.
It is to the eternal discredit of Monsieur Balestre and his cohorts at FISA that it has taken the needless loss of 6 lives in WRC rallies in exactly 12 months to bring about some sort of action to reduce the risks and expense of WRC rallying — action that quite frankly is at least 18 months too late as highlighted very prophetically in GPI No 96; let us trust that the reports of the banning of Group B cars from next year are not exaggerated; such a move must be in the best interest of rallying, ridding the sport of the extremely expensive specials that are putting the sport beyond the reach of all but a few factory teams. Group A has to be the way to go for there is little doubt that Group B is the road to disaster (like the turbo engine in Formula 1).
Perhaps FISA will not only start to sort out rallying but will give serious consideration as to where Formula 1 is heading. The new 195 litre fuel limit has, even after only three races, quite clearly failed miserably. Speeds continue to increase rapidly as indicated by Nelson Piquet's fastest lap at Brazil of 1m 33.546s which eclipsed Prost's record of 1m 36.702s set in 1985.
At the same time the costs involved are forcing more people out of F1 — as shown by the loss of Renault, Spirit and Alfa Romeo from 1985 plus the apparent loss of RAM this year; it does seem however that RAM will be re-incarnated by the Australian consortium with local reports indicating 2 cars will be at Adelaide with Mike Thackwell as the No 2 driver and Geoff Brabham as the unconfirmed No 1 driver.
Whilst I would prefer to return to the 3 litre normally aspirated engines, perhaps a good place to start would be a limit on turbo boost pressure and the banning of variable boost controls. Anything has to be better than the pointless exercice that is laughingly referred to as the San Marino Grand Prix; this idiotic economy run just cannot be considered worthy of the title 'Grand Prix'. Please, FISA, act before the sport dies.

Ian Morris
Colleran Way
Booragoon 6154
Western Australia

TV COVERAGE

I have just sat through the telecast of the Spanish GP. I have only one complaint, the director of the TV coverage really should be taken out and given lessons in what is and what isn't worth looking at! He missed all the action, all the important passing moves, for example, just as Nigel moved alongside Prost the cameras cut away to Senna cruising along by himself.
Several years ago it was suggested that a permanent TV director (FOCA appointed) be sent to each race. F1 is a multi-million dollar business, so why not a professional travelling director? So come on Bernie, give us a break, let us see the action — and what has happened to the in car camera??.

Greg Feltham
Hobart
Tasmania

Dear Readers,
These columns are yours to vent your views and make suggestions. Please write to: The Production Editor, Grand Prix International, 7 rue de Lille, 75007 Paris.

The production editors reserve the right to modify correspondence without notice. We do not necessarily agree with readers' views expressed in these columns.

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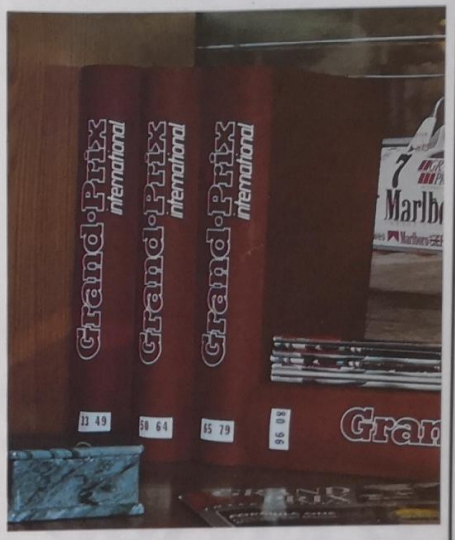

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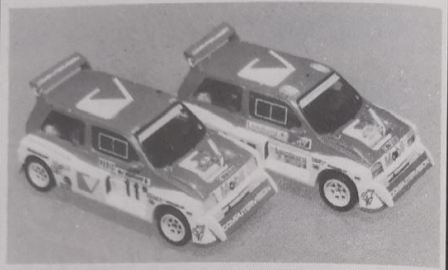

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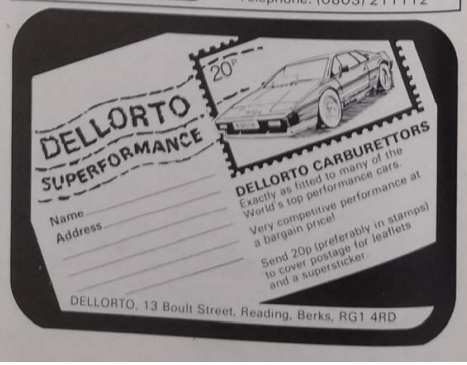
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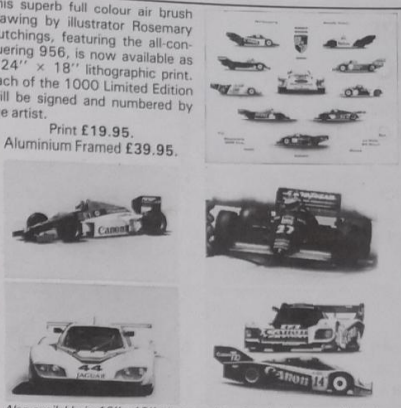

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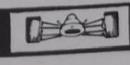

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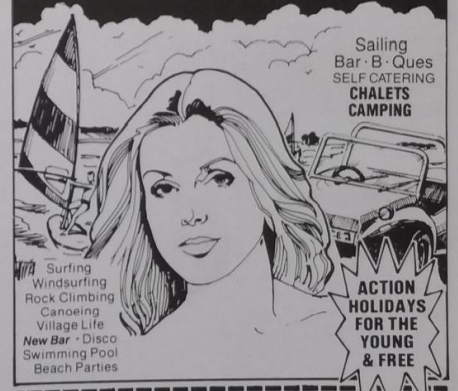

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